

YORKTOWN, TORONTO, CANADA

COMMUNITY DEVELOPMENT STUDY

RECOMMENDATIONS AND FINDINGS

URBAN LAND INSTITUTE
WASHINGTON, D. C.

April, 1959

COMMUNITY DEVELOPMENT STUDY
YORKTOWN, TORONTO, CANADA

RECOMMENDATIONS AND FINDINGS

And

RECORD OF PROCEEDINGS

of

PANEL SESSIONS

Submitted to the O'Keefe Realty Company, Limited

SESSIONS

November 13, 1951, Cincinnati, Ohio

February 22 & 23, 1952, Toronto, Canada

URBAN LAND INSTITUTE
1737 K Street, N.W.
WASHINGTON 6, D. C.

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PART I

MEMBERS OF THE PANEL

At Toronto, Canada:

Chairman Hugh Potter	President, River Oaks Corporation Box 13155, Houston 19, Texas
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L. F. Eppich	Associate, Van Schaack & Co. 624 Seventeenth Street Denver 2, Colorado
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Walter S. Schmidt	President, Fred'k A. Schmidt, Inc. Fifth and Main Streets Cincinnati 2, Ohio
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J. W. York	President, York Building Company 1649 Van Dyke Avenue Raleigh, North Carolina

Also Present at Toronto:

Karl C. Fraser	Representing O'Keefe's Realty Company Ltd.
John Layng	Project Planner, Toronto, Canada
E. G. Faludi	City Architect, Toronto, Canada
Bruce Bennett	Executive Secretary to Mr. E. P. Taylor, Toronto, Canada

At Cincinnati, Ohio:

The above listed men with the exception of Chairman Potter; Franklin L. Burns, Walter K. Durham, Robert P. Gerholz, J. W. York, John Layng, E. G. Faludi and Bruce Bennett, plus:

U. A. Denker	Vice President Town and Country Estates, Inc. The Wheeler Kelly Hagny Trust Company Wichita, Kansas
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Urban Land Institute Staff:

Max S. Wehrly, Executive Director
J. Ross McKeever, Assistant Director (Cincinnati only)
Georgia F. Dickerman, Secretary

PART II

INTRODUCTORY STATEMENT ON YORKTOWN

The site of the proposed community development known as Yorktown lies in the North East portion of the Toronto metropolitan area and the eastern extremity of the Township of North York, approximately six miles from downtown Toronto.

The townsite proper comprises approximately 1,500 acres of gently rolling farm land lying between the eastern and western branches of the Don River and bounded generally by the eastern branch and Woodbine Avenue on the east, the main line of the Canadian Pacific Railway on the south, Leslie Avenue on the west, and York Mills Road on the north. (An additional 1,500 acres to the west of Leslie Avenue can be considered as a part of the ultimate development of this area.)

The site is traversed by the main line of the Canadian National Railway and an interswitch connecting the C.N.R. with the C.P.R. Land along these routes has been zoned for industrial use by the Township authorities.

Because of the deep topographical barriers formed by the Don River valleys, urban development has extended northward and eastward from central Toronto along Yonge Street and the lake front, respectively, leaving this quadrant largely underdeveloped.

The advice of the panel of the Urban Land Institute was sought on the following general problems:

1. Feasibility of developing a complete community in this location.
2. The general type and character of the development recommended.
3. The extent for which commercial and industrial development should be planned.

PART III

SUMMARY OF FINDINGS, PRELIMINARY SESSION
CINCINNATI, OHIO, NOVEMBER 13, 1951

Background

The O'Keefe Realty Company, the interests in Toronto which Mr. Karl Fraser represents, wants to develop a 1,500 acre tract of land lying five to seven miles northeast of the city proper. The intent is to develop a complete community in the nature of a satellite town. Industry is provided for under existing zoning.

The problem was first presented at the Plan Analysis Session in Seattle, Washington, October 11. The Cincinnati session was held to acquaint the Panel with the problem and to indicate steps for the sponsor to take preliminary to the session in Toronto, February 22-23, 1952.

The Problem

Matters on which opinions are wanted:

1. Feasibility of development in relation to access and employment.
2. General development plan.
3. Housing types.
4. Proper relationships for the shopping center.
5. Type of shopping center, whether neighborhood or regional in function.

The Surrounding Area

The general area of the site has been separated topographically from the City of Toronto by two tributaries of the Don River. Topographical barriers have been responsible for the lack of access to the area and for absence of suburban development in this direction.

The main line of the Canadian Pacific crosses the southern end of the property. A branch line of the Canadian National crosses the property diagonally on the northeast and the western boundary has an inter-connecting beltline railroad. The townsite is thus enclosed by three railroads.

South of the property, adjacent to the CPRR is the new IBM plant of 300,000 sq. ft. on 25 acres of land. This modern suburban factory has stimulated a demand for other industrial sites in the vicinity. The development tract adjoins land zoned industrially.

The sponsor owns 1,000 acres of land west of the immediate site under consideration. This land can be included in any development scheme and used for development of an access highway.

The Don River Valley is under jurisdiction of the Don River Authority.

Very little development or population lies to the east of this Valley.

No shopping centers, as such, exist in the suburban Toronto area. The Eaton Company has acquired 400 acres of land out Yonge Street, possibly for suburban shopping center purposes.

Access

Access to the site is difficult and circuitous at present. Yonge Street is the principal north-south thoroughfare at present. Greatly congested, trafficwise, but development is taking place outward, along this artery.

Access to the property, at present, is by a two-lane bridge over the Don River.

The regional highway plan calls for an east-west highway south of the property to be built within two years. Another east-west freeway is under consideration to the north of the site. This is to be a major east-west regional bypass route. A north-south connection between these two east-west routes is provided for in the plans for the new community.

Population

The Toronto region is 1,110,000: the City proper, 667,000. In the environs of the property are 15,000 persons. North York to the north has 62,000; Scarborough to the east, 48,000. Within a 10-20 mile radius of the property, there are 48,000 people. In the next 10 mile radius, 20,000.

The property, itself, when developed is expected to contain 20,000-25,000 people.

Topographical barriers have prevented Toronto's growth to the northeast, the direction in which the site is located.

Housing Types

Toronto has been growing at the rate of 8,000 starts yearly for the past several years. This is a defense area, with controls on financing but lesser checks on materials.

Sixty percent of Toronto's population represents home ownership. There appears to be need for multi-family rental housing.

The General Site Plan

Five percent of the area, by planning ordinance provisions must be for public use. This acreage is devoted to school sites on the plan. The location of the north-south and east-west access roads on the plan presented indicates a division of the townsite into four quadrants, the northeast quadrant being closest to the park and reservation treatment of the Don River Valley.

Discussion of the proper location for the shopping center site resolved itself into the suggestion that the shopping center should be placed toward the center of the development, accessible to walk-in trade of the community. Selection of the site indicated preferences for a location west of the north-south road, preferably in the south-west quadrant of the plan as then presented.

Details of the local, residential road system were not discussed, as this feature had not been developed in detail.

It was strongly recommended that a development plan be prepared for the adjacent industrial area and the layout determined upon before any tracts for industry are sold.

The Shopping Center

In considering the possible need for a regional type center, discussion of its preferential location brought out the desirability of investigating a site south of the CPRR tracks, on land not then owned by the developing company, but possible to acquire. The reason for this location is that such a site would be better placed in relation to the future highway system of the Toronto area to the northeast and the growth that will come about with the proposed highway improvements.

Recommendation by the Panel

1. A neighborhood center must be developed to care for the immediate community needs. This could be a community center. Design the center so that the first units could be expanded later into a regional center if and when justified. Allocate 40 to 50 acres for this purpose. Locate the community shopping center to be accessible to walk-in trade.

(The final decision whether to recommend developing a regional type center will be determined by evidence at the site and by further information to be presented at Toronto.)

2. The property now does not have sufficient access from surrounding areas to develop a regional type of center; location and access are keys to success of any future regional center.

3. Build a neighborhood type center at a location that can later serve as a regional center. Assign it so that the layout can be expanded for regional units such as department stores and grade A chains.

PART IV

SUMMARY OF RECOMMENDATIONS AND FINDINGS

Toronto Session, February 22-23, 1952

1. Feasibility of proceeding with the project

It was the unanimous opinion of the Panel that the Sponsor should proceed with the development of the community of Yorktown as generally presented at this session.

2. Location of the shopping center

On the assumption that adequate highway access to the general town site from all directions is forthcoming, it is the unanimous opinion of the Panel that a central location for the shopping center at the intersection of Don Mills Road and Lawrence Avenue is preferred as shown on Layng's preliminary plans dated September 24, 1951 and December 7, 1951.

3. Specific location of shopping center

Discussion of the specific location for the shopping center developed two alternate schemes.

- (a) Place the shopping center in the southwest quadrant formed by Don Mills Road and Lawrence Avenue.
- (b) A circular site with split one-way traffic with its center generally at the location of the Don Mills Road and Lawrence Avenue intersection. This site would be developed with a department store as the focal feature flanked by pedestrian malls, the entire site to contain not less than sixty acres. Also recommended are pedestrian ways either under or over the traffic ways.

This recommendation is made on the assumption that Bayview Avenue and Woodbine Avenue to the east would be improved by the time the central shopping center site is developed.

It was the opinion of five of the Panel members present that Scheme (b) was preferable. Three Panel members preferred Scheme (a). Mr. Schmidt abstained from voting.

4. Plan for restudy

It was the consensus of the Panel that the site plan be restudied as to the general road locations in each of the four quadrants, particularly the southwest quadrant,

retaining, however, the general radial pattern oriented toward the shopping center.

5. Retention of tree cover and open space for schools and recreation

It was the consensus of the Panel that natural tree cover and open space be provided in excess of the 5% required by law, this excess to be retained in private ownership for the owner's future discretion. Such retention is desirable in order to preserve the suburban quality of the community and to provide adequate recreational facilities in the future and to protect residential land uses from adjacent industrial development.

6. Development of the North industrial section

The Panel urges that the industrial land lying west of the railroad right-of-way in the northern industrial section be withheld from development until development of the area to the east of the right-of-way is fully committed.

7. Rapid transit

The Panel emphasized the importance to the community of Yorktown which the development of rapid transit could have in the future, both to the immediate area and the area lying to the east and north. Use of the Canadian Pacific and Canadian National rights-of-way with suburban stations located in the north and south portion of the area appear to be feasible and should be investigated. If stations are so provided, ample provision should be made for the parking of automobiles.

8. Invitation to Sponsor.

Upon the completion of further studies and plans, the Urban Land Institute invites further consultations.

PART V

RECORD OF DISCUSSIONS

1. Afternoon Session, February 22, 1952, Toronto Background Data on the Toronto Metropolitan Area

THE CHAIRMAN: This is a Panel of the Executive Committee, Community Builders' Council, of the Urban Land Institute, primarily a research organization which, on occasion, makes special studies of certain areas.

Members of the Council here work without compensation. Its opinions, therefore, are uncolored by any personal predilections or special interests.

The Community Builders' Council is one of three councils of the Institute, the others being the Industrial Council of which Mr. Schmidt is Chairman, and the Central Business District Council of which Mr. Boyd T. Bonnard of Philadelphia is Chairman.

We are here on a special study of the proposed development of Yorktown at the request of the O'Keefe Realty Co. Ltd. represented by Mr. Karl Fraser of Toronto. Dr. Faludi, will you proceed with your statement on the Toronto Metropolitan Area.

DR. FALUDI: Mr. Chairman and Gentlemen: The population of Canada is 14,500,000 people of which 5,500,000 live in Ontario, and nearly 4,000,000 people are concentrated around this metropolitan area, on an east-west boundary direction about eighty miles and toward the north some thirteen miles. This 2,400 square mile area is the real concentrated area in Canada.

This area provides the biggest market for all kinds of produce. For that reason the Ford factory from Windsor, which is opposite Detroit, moved to twenty-five miles west to Oakville, Oakville is on No. 2 Highway and the Queen Elizabeth Highway. So you realize immediately that we are in an industrial belt in which large industrial developments are created, partly from industries which come from overseas, partly from industries that come from the United States and partly from industries that are created within the metropolitan area.

There are twelve municipalities around the City of Toronto. The City of Toronto has an area of thirty-five square miles, twenty-two thousand two hundred and fifty acres, enriched with about seven hundred and fifty thousand people.

The city, with its 750,000 people has been in the process of development for a hundred and fifty years, it has no vacant land available for housing and the only land available for housing would be through slum clearance of certain areas. We haven't any law which would allow us to subsidize to the extent of providing low rental housing. Our present law would require about twenty-five percent contribution

from the municipality and the municipality cannot afford to pay any subsidies for low rental housing.

We have one project we can call low rental housing but it is practically self supporting, because it pays in accordance with the income of individual family members. For instance, a family of four making \$150 or \$200 or \$400 a month, let us say, have to pay a certain percentage in relation of the total income which ultimately creates not only low rental housing but a self-supporting housing project.

I should perhaps explain that our townships are municipalities; what in the States are called townships are our councils. Now our councils are geographical areas in which there are many individual municipalities and creates government for the purpose of providing common services such as roads, maintenance of certain roads, fair recreation, and I think education in certain instances, but voter facilities in certain areas.

The county has no police protection, that is provided in the county areas by the province or individual municipalities, each municipality can hire provincial police protection.

Now the only areas where future development may occur are in three municipalities of Etobicoke which is a township and follows the Humber River. Etobicoke has a population of about 52,000 people and its acreage is about forty-two square miles.

Then we have North York Township which is above the City of Toronto.

Now this municipality has grown in the past thirty years from 6,000 people to 85,000 people; it has twice as much area as the City of Toronto. Its residential area covers 3,000 acres of land and is spread all over the township, the bulk of the population living between Bayview Avenue and Bathurst Street.

The reason for the development north is justified because of Yonge Street which is the main lifeline of the County of York of which the twelve municipalities are a part and because of the utilities which are provided along Yonge Street.

The present trend of development in the Township of North York is towards the west. The reason is that sewer and water facilities are provided in these areas. Some low cost housing has been developed there. Subdivisions were fifty feet lots and bungalows of seven hundred and fifty square feet floor area has been developed mostly in this area. No big development has occurred east of Bayview Avenue.

Another township which attracts a large population is Scarborough, which is the biggest township among all the municipalities contiguous to the City of Toronto, having about 82,000 acres. The large development in the Township of Scarborough is more or less created by industrial development in this area.

This industrial development is the area where such factories as Frigidaire from the States and the Rootes automobile factory from England have established themselves, and eleven other factories are under construction or starting to build.

The area provides sewers up to approximately Bellamy Road, and subdivisions are spreading all over these areas mostly because of good transportation routes and water facilities being provided. The raw land originally cost \$300 and now is \$2,500.

Another important area where future development may occur is in York Township, which is not developed yet, but is close to some of the existing major business routes where there is access to street cars, busses and such facilities. That area there would provide a residential area of about 2,000 acres.

Now the metropolitan area has faced a big change in the last five years. One of the major changes created is the by-pass highway which starts from the Queen Elizabeth Highway, which is the connecting highway with Buffalo and Windsor, and from this highway is another highway known as Brown's Line or No. 27 Highway, from here it starts to by-pass, its object being to connect with the Montreal Highway without crossing the City of Toronto; that is the by-pass highway.

Now that highway has been built from this point up to Yonge Street. Additional right of way land has been purchased and graders are already working on the foundation of the roads. Another important highway is the Barrie Highway which takes us to the northern part of the country.

Industrial Development

Now the City of Toronto has no vacant land for industrial purposes. The industrial areas are all blighted. A large number of industries from these blighted areas have moved to North York and even more remote areas like the IBM location.

So we are facing a phenomena; decentralization of industries from the City of Toronto, together with immigration of industries from all over the United States and Europe.

At the present time 200,000 people are allowed to come yearly to Canada from overseas. About sixty per cent of them are settling in the metropolitan area of Toronto, and about thirty per cent, in the last two or three years, in North York. North York is absorbing a large population but they haven't built enough houses to take care of these people. This means that they are living in single family detached areas containing two or three families. They rent basements and attics. We just don't know where to put these people. So there is a big demand in the metropolitan area for houses, but what type of housing?

Our single family detached houses, even the lowest, is from about \$12,000 to \$13,000 for a 750 square foot bungalow.

The average worker makes about \$200 a month and he cannot afford to pay the mortgages plus the taxes which are ever increasing day by day. The wage scale for carpenters is about \$2 per hour.

This means there is a big need for low rental housing in the metropolitan area. We know definitely that a large number of people would be prepared to live in rental housing projects that are not too high. Two or three story buildings with open spaces and surroundings. There are already trends in the Township of North York, three or four projects under construction and they are rented before they are even built.

Now the average rent in these rental projects run from \$60 to \$90 a month. They are built under the National Housing Act Loan by Central Mortgage & Housing Corporation, which is the corresponding Act of your federal housing authorities. Interest rates are 4-1/2 to 5 percent.

Now another important feature which has changed the whole pattern of the metropolitan area is the highway which connects us with the Far North — and the Far North is being developed, it's comparable with the West in the United States.

In addition to the highways, transportation was also created by the Provincial Government Department of Highways following new types of attractions existing around the deHavilland Airport which is partly or mostly government subsidized organization. There are a large number of factories in this area producing aeroplanes. Their program is to bring in 5,000 to 6,000 additional workers in the next two years.

A sewer system is now being studied which either will have a disposal plant in the Black Creek Valley, or may connect with the Humber River. That immediately will create big development in that area.

Another important feature which changes the pattern of the metropolitan area because of the new demand for housing is the Malton Airport where A. V. Roe, Limited, has established an airplane industry with about seven to eight thousand workers at the completion of the building program.

Now these workers have good access to the area towards the east. Some of them live west and some south, but a larger part of them come from the east because sewer service is being provided whereas in other areas the facilities are not so good.

Twenty-five miles west the Ford factory has established a big industrial settlement. They are moving from Windsor. Their assembly plant will mean another five to six thousand workers coming into this area.

There are no new interests occurring in the east with the exception of one concentration. So all the traffic developments or physical features created lately are either in the north or on the west or on the very far west.

Economic Considerations

Now every one hundred acres of subdivision create five hundred houses on the average. That produces the educational demand for about 750 to 1000 children. Our average classroom allows 30 children. This means that every hundred acres of subdivision creates a demand for thirty classrooms. Therefore a one million dollar capital investment has to be made by the municipality to provide education for one hundred acres subdivision. Between thirty or forty per cent of the capital investment is paid by the Provincial Government but sixty to seventy per cent has to be carried by the municipality.

The fast growing municipalities have exhausted their credit to capacity so they cannot sell bonds on the market for new schools so the dollar in many instances takes over the bond. They can take over only so much for each municipality so what really happens is that we stop subdivisions because we cannot afford to provide facilities to the new subdivisions.

Now many subdividers would be prepared to pay a certain amount of money for capital investment to build schools, say \$150 to \$200 per lot. But even that is not sufficient, he will still have to operate his school and enter into other costs. Therefore the cost keeps on growing and the municipality, which originally was a rural cannot afford to provide all the usual urban facilities for new developments. What we are facing is a very critical problem in North York Township.

We have to stop subdivisions. But in the meantime we are overcrowding and congesting our existing single family detached housing areas. We have no money to provide sewer and water facilities. There are three big projects pending in the metropolitan area which could solve the water and sewer problem if money would come from outside agencies like the Provincial or the Dominion Government which have caused this fast growth of the metropolitan area. But at the moment there is no solution and we haven't heard from them as to whether they are prepared to contribute.

In the last two years the City of Toronto and various committees believed that by amalgamating all the municipalities they would be able to create an administration which would be capable of providing all these facilities for the metropolitan area. But the last year proved that they cannot do it because the City of Toronto has an assessment value of one billion two hundred million dollars and has only a population of 750,000 people; the twelve adjoining municipalities have a population of 400,000 with an assessment of two hundred million dollars. Even if this assessment were to be equalized on the basis of Toronto it wouldn't amount to more than three hundred million dollars.

The City of Toronto is not capable of financing a major highway which would come along the Lakeshore Road and which would cost twenty million dollars. This year they were not able to finance their snowplowing in many residential streets due to the increased cost of operation and obsolete equipment and increasing cost

in salaries for employees. Evidence was given that even if political amalgamation occurred then outlying municipalities cannot be developed or improved without some moneys coming from outside sources.

Gasoline taxes are absorbed completely by the Provincial Government; the Provincial Government pays sixty per cent of the maintenance of certain streets. But within the municipality they don't produce any roads. For instance, the connection of the by-pass highways with the city streets is not done by the Highways Department. That has to be paid by the Toronto-York County. Inside the city the connections have to be paid by the city. Thus moneys are available for part of the Spadina Road Extension by the County and some portion of it by the City, but there is no money in this municipality to link it together.

Discussion of Dr. Faludi's Presentation

MR. TAYLOR: Regarding the question of rents: I know this will be important later on. We saw a project along the Humber Valley which I understand contained one to two bedroom units and rented from \$80 to \$90 a month. Is that typical?

DR. FALUDI: That is a high income development where loans were given by the Government under the rental loan project. It's not a limited dividend. Any private person can get a loan from the government if he is prepared to build a dwelling unit under certain specifications. The rental must be within the boundary of \$65 and \$90. Only ten per cent of them can be one bedroom units. Some of them may be limited dividend cost companies, but many of them are owned by individual builders.

MR. YORK: Are there any projects lower than that?

DR. FALUDI: No, that is basic, it cannot be more than \$90 because of the economic condition and it cannot be less than \$65.

MR. YORK: How about premiums?

DR. FALUDI: No, no municipality gives any type of premium in any form to encourage housing.

MR. BURNS: What happens to taxation where they have bonded up to the limit?

DR. FALUDI: They don't want residential, they want industry.

MR. SELTZER: What about taxes on a \$12,000 home.

DR. FALUDI: Between \$120 to \$160, depending on the land. They are \$120 to \$180 on a \$15,000 home.

MR. OSTENDORF: Would you be able to get an ample sewage system in that area?

DR. FALUDI: If it is a short-range problem, then the sewer system has to be provided contiguous with the property.

MR. SELTZER: If there is going to be any recognition do you think they will have to provide their own sewers and turn them into public property?

DR. FALUDI: Yes — now private enterprise can sell sewers and water facilities in Ontario.

MR. FRASER: If they can agree there is an Act which provides for it.

DR. FALUDI: They want industrial development and therefore they want to encourage other people, the industrial end too. So they make some arrangement to pay part of the sewer plant with conditions, provided that they can service a certain amount of industrial area and so that they can balance the residential against the industrial.

MR. GERHOLZ: Then you have reached the limit?

DR. FALUDI: Yes, and the Government must be conscious already of the fact; I know in the speech from the throne recently that housing facilities will in some way be provided, but up to date the Federal Government hasn't done very much.

MR. SCHMIDT: Is there any limitation on tax rates, that is, low tax?

DR. FALUDI: With the increase of public service, school welfare, recreation and so forth, the municipality doesn't have a tenth of those public facilities in any urban area. In the United States they provide for such things. But our townships haven't any agreement and they can't even maintain the parks which we get free from the subdivisor; the subdivisor must give five per cent.

MR. OSTENDORF: Is it possible for the owner of a large area of ground to set up his own village on his own site; his own municipality?

DR. FALUDI: We are now fighting an amalgamation case and we are not allowing any splitting of any area into a municipality; I don't see how a new municipality can be created within a municipality.

MR. TAYLOR: You spoke of industrial development on the west side, the Ford plant and so forth. What is happening along the east side? I think you said there wasn't anything now, but what has caused that industry to go west and not east?

DR. FALUDI: We expropriated land and sold land for industrial sites. Under our laws municipalities can buy expropriated land for industrial purposes, so they

bought the land to keep the land low then they provided sewer and water facilities, being near the lakeshore. Then they have their own plants and they don't depend on the city.

MR. GERHOLZ: Is there anything against some of these other areas?

DR. FALUDI: No, it's just that everything seemed to open up to the west here, so any new developments here will be as big as this area here which is nearly exhausted.

MR. GERHOLZ: I mean is it as desirable? What about accessibility of water and sewers? Is it just as ideal there for industrial location as any other area? Are there any objections to industry?

DR. FALUDI: No, they would come with great pleasure. It can go just as easily to the north there.

MR. GERHOLZ: Industry was given every incentive and inducement to come, were they?

DR. FALUDI: There were one hundred acres available with sewer and water facilities or services suitable for industries. The Council created that industrial area by providing these things and expropriated the land and brought the railway sidings in too. So they equipped the area with all the facilities that an industrial area would require.

MR. SCHMIDT: So if new land were created in that region it would be in demand?

DR. FALUDI: Yes, same as in this area here. If they would create sewer and water facilities we would have a large demand for that land. There wouldn't be more than three or four hundred acres available in the metropolitan area which could be serviced by sewer and water immediately.

MR. TAYLOR: If facilities and services were available would it be just as logical for industry to develop on the east side as the west side, or more logical?

DR. FALUDI: It would be more logical, once working and living conditions can be provided in this area, than anywhere else.

Now the area is not in the path of major traffic routes, but very near it. If the Eglinton Road Extension is built, then the area by the Don Mills Road can be easily accessible for more traffic. You saw the IBM factory which comes in this area here. It's the same situation for residential development.

MR. SELTZER: In your opinion is there sufficient water to service this 1,500 acres available at present?

DR. FALUDI: No.

MR. SELTZER: Do you have to take it from Lake Ontario?

DR. FALUDI: No, we would connect to the City.

MR. SELTZER: To the city mains?

DR. FALUDI: The city has enough water; all they need is pumping power.

MR. SELTZER: Do they have a large number of mains?

DR. FALUDI: Yes, they are building and piping; they can produce for this area in two years time.

MR. SELTZER: And are they large mains?

DR. FALUDI: Yes, there is a 48" main.

MR. LAYNG: There is also a main at Victoria Park Avenue at Scarborough just about Lawrence coming up that way, and Scarborough pumps separately, so we have possible water from two sources.

DR. FALUDI: Well, I don't know Scarboro', and I don't know if they would have enough water in this area at the present time. They promise things but when it comes to producing it's not always there. Frankly, I would rely only on the sources from the City, because with the city it is much easier to establish an arrangement than it is with a small municipality. My feeling is that the amalgamation problem came to the point as to whether the City was prepared to forget about political amalgamation and utilize the public utilities. This year there is a meeting between all the Mayors and Councils and my feeling is that the government will very much support the thing. It will be an advantage for the government politically.

So if we can form a metropolitan utilities unit and get subsidies or loans from the government for such areas like that, no doubt we will be privileged on many other areas except where there are already developed areas or sewer conditions are not suitable for septic tanks. There is a very big demand for sewer facilities.

MR. GERHOLZ: Would water enter into long term control? Is it on a gallonage basis?

DR. FALUDI: They all pay on a meter basis.

MR. SCHMIDT: Do they charge more for water outside?

DR. FALUDI: No, they make a profit by giving water to other municipalities.

THE CHAIRMAN: How about facilities if they adopted the septic tank?

DR. FALUDI: I don't think they would allow you to develop any septic tanks in that area.

THE CHAIRMAN: Did I understand you to say there was a legal limit to the tax rate or to the taxing power? You mentioned that the tax on a \$12,000 to \$15,000 home would be from \$120 to \$180. but I didn't understand from your answer whether it was a legal tax?

DR. FALUDI: There is no limitation, the tax is a government tax. The rate is growing every year five or ten per cent. It runs very high in all the municipalities, so there is a very big opposition from the present taxpayers against any residential development which will evoke new expenditures and create higher taxes.

MR. BURNS: How much of that tax goes to schools?

DR. FALUDI: Fifty per cent or sixty per cent of the tax dollar is for education.

MR. BURNS: Is there much chance of development to the east of the river?

DR. FALUDI: No. That is agricultural, restricted to five to ten acre areas.

MR. BURNS: Will that be developed?

DR. FALUDI: Not for a long time because there are no facilities being provided in these areas here.

MR. TAYLOR: What caused the development of the city to follow Yonge Street? Did you say, or did someone tell us before about that?

DR. FALUDI: It was the first traffic route out of the city.

MR. GERHOLZ: How about the land, is it flat?

DR. FALUDI: No, it goes up and down.

MR. TAYLOR: The development of this area to the east, being closest to the heart of town; should it not cause people from the northern area to come down here and prefer to leave the same way?

DR. FALUDI: There are not many east-westbound roads to connect with north-south roads, and they are fed by this road here and all these concession roads, but to reach this area you have to come to these roads here; that is not developed.

Now the only thing which may attract and create interest is when Eglinton Avenue will be built. That we push a large development into this direction.

MR. SCHMIDT: What is the status of Eglinton Avenue?

DR. FALUDI: Part of it is finished and plans are under preparation for the rest of it, but it will require two or three years until it will be finished.

MR. GERHOLZ: Are there any plants in that area; is there access into the property to the south?

DR. FALUDI: There is no road going through there in this direction.

MR. LAYNG: County Road Number 6 might have some improvements.

DR. FALUDI: But it doesn't come into this area, it ends up on another road, a major road — it's a local road.

MR. TAYLOR: As I recall, growth is following the north-south road, Yonge Street.

DR. FALUDI: Yes.

MR. TAYLOR: And development has been stopped eastward on account of the natural barriers of the Don River. Now, as this takes place, as it is possible for people to move eastward wouldn't that bring people down from the northern area to this area which is more convenient to the town area?

DR. FALUDI: No, because the roads are much more north-southbound than east-westbound. There is only one road here which I mentioned before, and the second new road will be Eglinton Extension, then there are no more roads.

MR. SELTZER: But the reason for that is that you have these barriers. Now, if you had access across them it seems to me it would develop as rapidly.

DR. FALUDI: It costs money and the only major road is Bloor Street or Danforth Avenue, then the next major road will be the extension of Eglinton.

MR. SCHMIDT: It is very important that that road be constructed?

DR. FALUDI: Yes, Eglinton should be developed.

MR. SELTZER: And you think that should be within two or three years?

DR. FALUDI: Yes. I cannot guarantee it but it seems that the projects are being started and the land is bought and I think the surveyors are working on it today.

MR. TAYLOR: As I recall it we talked about the possibility of having some road that would bring people from the north down Don Mills Road that would have a bearing as to whether the townsite that should have a community or regional shopping center.

MR. WEHRLY: That was suggested in Cincinnati as a possibility to explore; mainly the possibility of a connection at some point above the highly developed area, from the Yonge Street area into the extension of Leslie Street then following generally the valley location to Don Mills Road. That is one of the reasons why it was asked if there had been any consideration for the development of a more direct route into the south of the city rather than depending entirely on the Yonge Street approach.

DR. FALUDI: On the east side is Bayview Avenue which will become a military road replacing Yonge Street on the east side.

MR. TAYLOR: There is no street contemplated east of Bayview running north?

DR. FALUDI: No, there are many diagonal roads following the ravine, but you can already see that some of it is built up here. The master plan of North York provides a number of diagonal roads which come to Sheppard Avenue. I think one of them comes here over here in the area somewhere, but it wouldn't be a major highway.

MR. OSTENDORF: In these hinterlands there are throngs of people scattered to the north; that was the expression we had.

DR. FALUDI: Well, there are not many thousands, maybe fifty or seventy thousand way up here. The concentrated population is at the end of North York.

MR. OSTENDORF: Where does your population stop?

DR. FALUDI: Ten miles.

THE CHAIRMAN: You are figuring on a much bigger increment from immigration from within the country or province?

DR. FALUDI: There is no movement, we absorb daily all our young people, they all come to work in Toronto and the farmer's son is not the farmer any more, they don't produce any children; the average family is two-and-a-half to three-and-a-half.

THE CHAIRMAN: Are there any other questions of Dr. Faludi before he leaves? If not, we want to thank you very much for your straightforward, frank and intelligent answers to our questions.

Review of the Yorktown Townsite

Mr. John Layng reviewed the ground covered on the field inspection trip on Friday morning, February 22, and pointed out the salient features of the townsite and surrounding area as follows:

The site was approached at the northwest corner at York Mills Road and Leslie Street. In this section are located the railroad yards with industrially zoned land on each side. The land is flat with a slight fall to the small stream running southward through the area.

Don Mills Road runs southward through the heart of the townsite. The land slopes gradually toward the Don River from Leslie Street with contours running at a northwest - southeast angle.

The length of Lawrence Avenue was inspected including the eastern end where it overpasses the railroad and descends steeply to the Don River. In this portion of the valley the government is projecting the construction of a small lake running northward from Lawrence Avenue. To the south the land is rough and heavily wooded.

The southern part of the townsite was then inspected which includes the southern industrially zoned land adjacent to the main line of the Canadian Pacific Railway which goes to Petersburg and Montreal, and extending along the east side of the interswitch line connecting the C.P.R. with the Canadian National mainline near the railroad yards at the north end of the townsite. The new IBM plant just south of the townsite and west of Don Mills Road was inspected.

Features of the townsite plan as tentatively laid out were noted including the wooded areas which will probably become part of the county greenbelt system with some limitation as to use; the neighborhood units in each of the four quadrants formed by Lawrence Avenue and Don Mills Road, each containing school site and park area; and the proposed location of the shopping center in the southwest quadrant. (See plans in Appendix.)

MR. LAYNG: There is of course a demand for industrial sites on account of the new IBM plant. There will be a greater demand for industrial sites in this area because people go by in fairly large numbers, and also because of its easy access. The southern industrial area is one hundred and sixty acres up there; there is about seventy-five down here. Our first interest is the residential area in the central part of the townsite.

THE CHAIRMAN: How many acres are in the residential area?

MR. LAYNG: We have about six to seven hundred acres in the main area, but it includes up to eight hundred acres total.

We also have a fairly large mass of wooded areas; we can extend into some of them but we have an over-proportion of park space which occurs on the fringes

and acts as protective green belts. They would have to be developed entirely for actual recreation parks or school sites.

One of the great problems in planning of this area was the fact that the Don Mills Road is affected, it's not a Concession road, it's a "half." The Concession road goes from Yonge to Bayview; another mile and a quarter to Leslie; another mile and a quarter to Woodbine.

THE CHAIRMAN: What does "Concession" mean in this connection?

MR. LAYNG: An original line, a section, one and a quarter miles distance. And because of the river valley you have to come up here and it's a disturbance to the projection of the traffic line of Woodbine Avenue. That is why Don Mills Road became the main road instead of Woodbine Avenue and this road was developed and is not in the usual grid system of these half points, so this is not regular to the whole grid system.

THE CHAIRMAN: What are the required right of way widths of Don Mills Road and Lawrence Avenue?

MR. LAYNG: There is eighty-six and sixty-six foot widths. We felt the general regional necessities didn't warrant us discarding the present location of these roads. While we could have thrown them aside we would have to pay for the whole investment again and it would throw the whole thing out of economic balance.

Open Areas

THE CHAIRMAN: Could you estimate the amount of land in parks?

MR. LAYNG: We have about seven per cent.

THE CHAIRMAN: Seven per cent of fifteen hundred acres?

MR. LAYNG: No, seven per cent of development areas. We have about seven per cent of a hundred and fifty acres in one sector for instance.

MR. SCHMIDT: There is about five hundred in that entire section.

MR. LAYNG: Yes. We are top heavy on industry and we are a little top heavy on wooded areas, but we are glad to have them because they will provide a screen and protect certain types of development.

THE CHAIRMAN: Do you propose to deed all those portions of wooded area or retain title?

MR. LAYNG: I believe we should retain title to the wooded areas. We will have to dedicate five per cent in the Planning Act for that purpose in each subdivision.

The Don River Lake Area

MR. LAYNG: Before we go any further I would like to explain the lake area. You can see that down the center is the river and someone wanted to know how wide it was this morning. It's only about forty or fifty feet. All the year round we have water but we also have some flood conditions in March.

MR. SELTZER: What control have you over it?

MR. LAYNG: There is the Don Valley Conservation Project which is an independent authority which has been formed to investigate the control of this river, the rehabilitation of it so to speak, the flood control, also the preservation of trees, recreation centers and so forth. They have decided to put a dam just north of Lawrence Avenue and raise the level of water about fifteen feet. That is a rather nice project and it's a pity we can't make use of it.

Now there is a steep embankment along the west side and we have no direct access that we can use because of the railway. There is one small subway; there is a small cut here for a trail for motor car access. So it's not as favorable as it could have been for us and it's off to the side a bit. It's better than the river and I think it would improve the living conditions in that area.

THE CHAIRMAN: How much of your land down to the lake does it take in?

MR. LAYNG: It doesn't take in any usable land.

THE CHAIRMAN: Did you give it to them?

MR. FRASER: We haven't decided that yet, sir, but we are generally inclined to meet them. We will do anything to help this whole thing along.

MR. OSTENDORF: You would have to control the lake so as not to become too much of a public nuisance.

MR. LAYNG: I don't think there is much danger of that, I don't think it would become too much of a public nuisance because we have too many lakes in Ontario; people go away to the north country in the summertime and they move in great numbers so that wouldn't be a problem at all.

MR. GERHOLZ: Would you control the shore?

MR. LAYNG: I don't know.

THE CHAIRMAN: Is this public?

DR. FALUDI: They have power to expropriate the area, you see we already zoned it for the authority.

MR. FRASER: Expropriation as a word is a little more difficult than it may seem in practice, it isn't just done, they just don't go in and expropriate the land.

MR. GERHOLZ: Is it like condemnation?

MR. FRASER: There is an implied threat in the Act but they don't do it that way.

MR. LAYNG: One hundred and twenty-five thousand dollars has been estimated for the whole work to develop that lake. Originally, before this came up, we thought it would be a good idea to make the river hold more water, but a preliminary survey for sewage and disposal and water supply indicated this area for our main sewage plant. Then the minute the authority produced the lease we lost the site for the sewage plant. However, it can still be done by using a different system.

MR. FRASER: But, at a lot more cost, fifty or seventy thousand dollars; that lake is costing some money to us in two or three ways.

MR. GERHOLZ: Have you an opportunity to recapture it in the subdivision east of the lake?

MR. LAYNG: No. Those sites would be just as valuable with the river, they are broad flats.

Schools

THE CHAIRMAN: That includes schools?

MR. LAYNG: They have a very nice system of trying to get that five per cent. They want the Township to provide free school sites, and there is no good reason against it. In each area are what we call in Ontario public grade school sites.

MR. YORK: Would you have about seven or eight acres in a secondary school site?

MR. LAYNG: About eight acres.

Now, when you try to apply the neighborhood unit principle you are up against a population factor. We would have one hundred and fifty acres at four to an acre. That is from six to eight hundred pupils. I can't quite believe this high ratio of school children. But if we have to have thirty rooms we will have to provide the space. The principle there is that if we do develop the town and get twelve thousand people, generating a lot of people to and from and within, we have to accept Don Mills and Lawrence as major roads and the major intersection.

I thought it would be very foolish to try to move children across these roads. Therefore, we have had to readjust the theoretical requirements to make the neighborhoods what they should be. They couldn't come up to neighborhood factors because they are too small although two of them approach it.

MR. GERHOLZ: Mr. Schmidt suggested this morning that we might have an underpass and consolidate two of the quadrants; is there any objection to that?

MR. LAYNG: Yes. From Dr. Faludi's figures it would seem to me to be an unbalanced situation if we have to have twenty or twenty-five room schools. I would say it would be a bad thing for the area. Why not try to balance it and get a school in each quadrant. I think a desirable size school of ten rooms maximum and more of them might be better. I don't see any reason to overlook one sector; each sector is a little different in area.

MR. GERHOLZ: Take the north and south quadrants. If there is objection to east and west could you rejoin the north and south quadrants?

MR. LAYNG: Yes, there would be nothing to prevent that. That is what happened in the first stage as this plan was developing.

MR. EPPICH: You speak of ten rooms; how many students?

MR. LAYNG: Thirty-five is optimum and the overload is forty. That means three hundred and fifty. That is what the Department of Education thinks is desirable.

Some people advocate having a central heating plant and a fifty-room school, but I think that is all wrong, we must limit the size of the room, it must be in balance to fit the neighborhood principle.

MR. EPPICH: I take it that is a four grade school. I would like to know how you handle your different grades.

MR. LAYNG: Some rooms have two grades in them, but we are investigating another system where we have a split system of junior school, senior school and high school, which will be introducing a third group, splitting up the different age groups.

MR. GERHOLZ: Is there public acceptance of that?

MR. LAYNG: No, there is trouble there on the way the schools are laid out in Toronto. The distribution and the family problem of taking small children to school and the means of picking them up.

MR. LAYNG: All throughout Ontario people going to school have half a mile at most to go, have an hour and a half for lunch and go home again at four o'clock.

MR. SELTZER: As you visualize it, what population do you figure on these four quadrants?

MR. LAYNG: About twenty-five hundred in the northwest; about thirty-five hundred in the southwest; three thousand in the southeast, and fifteen hundred or two thousand in the northeast.

MR. SCHMIDT: That would mean two 10 room schools in certain sections.

MR. LAYNG: The way they do that is to re-group them. Here is the subdivision plan of the northwest section (see Appendix). The site is large enough to take a junior school and a senior school and put them in one plan and break it down from an institutional school to two small group units. That works out all right for not walking more than half a mile.

Industrial Areas

MR. TAYLOR: Have the industrial areas been zoned?

MR. LAYNG: Yes, we worked in cooperation with the Township Planning Board and these lands are pretty well set. In fact the Township was mostly instrumental in getting the area shown. We probably would have settled for something less, however, it doesn't matter; we extended as far as we could from the Township's point of view in this area.

MR. GERHOLZ: You have two hundred and fifty acres out of fifteen hundred for industrial set aside?

THE CHAIRMAN: Two hundred and thirty-five acres was estimated.

MR. LAYNG: Weston Township wanted that. They feel they will enjoy a higher tax return without higher expenditures. I also understand that they are going to support it without industrial subsidies.

It is true that the Township needs industrial areas for this particular development. But they need this increment — in the States it runs eight, ten, and twelve per cent, but up here twenty-seven or thirty per cent and they need the increment to pay off the deficit in the rest of the Township.

DR. FALUDI: For thirty thousand people we need four hundred acres of industrial land.

THE CHAIRMAN: What do you need the industry for?

DR. FALUDI: For residential tax. In the meantime they need the increment. The trend is developing that pattern. If you add up all the industrial employment

area against the population you will find that the ratio for every thirty-five persons is one area of industrial land in the metropolitan area.

MR. SCHMIDT: It seems to me that to bring your industrial section right onto the main access of this property both north and south is perhaps a dangerous thing to do if you are going to develop a residential section.

MR. GERHOLZ: Would you require a setback from the highway like the IBM plant?

MR. SCHMIDT: Have you set back?

MR. LAYNG: We have already asked for a hundred and fifty feet here.

I suggested that we extend Don Mills Road parallel to the railroad where it now curves and confine the industrial section to the west, and let the eastern segment go to some intermediary use.

MR. GERHOLZ: That would give you plenty of industrial depth.

MR. LAYNG: That would be eight hundred feet.

We haven't been able to definitely lay it out because the demand is so irregular in size. Some want thirty acres and others twenty and forty. We haven't got the multiple established yet on how we can break it up. We have been discussing it with the railway and development people.

MR. SELTZER: What would hinder developing the southern area to get better distribution at each end of the property?

MR. LAYNG: This was an afterthought actually. We considered this good land from an economy standpoint with the right amount of fall with enough grade and trackage. The area along the interswitch was put in because the township wanted as much industrial land as they could get. We didn't favor running houses down to the railway line. So, with this tree area I pointed out this morning, we think we can screen that whole area. This ridge in the southwest sector is a screen in itself with a beautiful hill facing south and marvelous orientation. Eventually it will mean housing overlooking an industrial area but even so it would overlook the interswitch.

THE CHAIRMAN: You don't want to put in more industrial, Mr. Layng, you are forced to by the Township; they have been pretty vigorous about insisting on large areas. Do they insist on you coming west of the track?

DR. FALUDI: Yes, the plan has less than we asked for.

MR. GERHOLZ: If you brought it out on to the highway they could have a green belt there, Mr. Chairman.

MR. OSTENDORF: I would leave that to your last development.

MR. LAYNG: I think in any plan like this we have to have take-up space.

MR. OSTENDORF: Industry may move so fast that it may be to your interest to put it in.

MR. SCHMIDT: You will have to maintain absolute control over design and location.

THE CHAIRMAN: And over building.

MR. SCHMIDT: And if you do you may have an active development that may not hurt you at all. We have done it frequently in Cincinnati where we have an attractive property which we have used largely for distributing warehouse purposes.

MR. LAYNG: You would request a two hundred foot setback between side lines of industrial property?

MR. SCHMIDT: I don't think that makes too much difference.

THE CHAIRMAN: There is one thing about the industrial center — I am sure Mr. Schmidt would caution you about. That is that some of the best ones in the States have slipped up badly by not having enough parking space.

MR. SCHMIDT: We use one car for every three expected employees.

DR. FALUDI: We have that too, or 1 space for each 300 square feet of floor space, whichever is greater.

Commercial Areas

MR. SELTZER: How about your commercial, you haven't given any thought to that at all, I wouldn't think, because that can create as great a value as industry.

DR. FALUDI: Your industrial commercial properties are all concentrated, we have more commercial frontage than will be needed for one million and a half population.

MR. SELTZER: It may not be in the right place.

DR. FALUDI: That is why we have it in three places, some don't grow as fast as others, our whole commercial setup differs to yours in the States, we have two big department stores who deliver to nearly sixty or seventy per cent of the

residential areas every day, you don't have to go and shop in them, and then there are other types of stores which deliver to the house, so the real shopping center is only the food store where you go on Friday and Saturday and load up with fifteen dollars worth of groceries.

THE CHAIRMAN: What you describe used to be the case in the States, and you may get away from it.

DR. FALUDI: Well, we will have to do it — establish shopping centers in certain areas. We have a fight from the residential section. They don't want any commercial areas nearby because they believe it creates congestion.

MR. LAYNG: We won't think of anything but a well organized group shopping center with more than adequate parking space placed in the one sector of the entire section.

MR. SELTZER: How many acres in the one proposed?

MR. LAYNG: There would be forty to fifty acres.

One thing to remember is that in Ontario everybody doesn't drive to the shopping center — in the States I think they do — but here there are not so many cars and in many cases the man takes his car downtown and we haven't got commuter service and the wife is left with the children so she may have to get out and walk for the groceries.

MR. SELTZER: As I understand it Eaton's and Simpson's have each purchased a plot of ground, both of them contemplating business centers; is that correct?

MR. LAYNG: I think primarily those are distribution centers for phone order business and distribution. They have agreed to put in a local small department store.

MR. FRASER: I might answer that question as I am in touch with both these concerns. Up to this point in their evolution of merchandizing they have felt that they wish to protect downtown investment and they have been worried about going out on the perimeter. But now both concerns have shown sudden interest in that they now realize they must go out and they are taking steps.

They have bought this land with no specific purpose of creating a shopping center, but they are protecting themselves in the meantime because they had to have a distribution center. They may go other places. They may not locate a shopping center as such in the areas indicated, but they will work with us or others who have land in a desirable place and work out a solution. However, there is no fixed policy as yet.

MR. SELTZER: That is what I am trying to get at. Both Eaton's and Simpson's have land, as I understand it, near to you; is that not so?

MR. FRASER: Yes, Simpson's is.

MR. SELTZER: The Eaton land is further off?

MR. FRASER: Yes, at the other end of the municipality.

MR. SELTZER: You all know this of course regarding industry and commercial development. If it were possible to make this into a regional center and either Simpson's or Eaton's came in, then it seems to me that you would be getting some place.

MR. FRASER: We enjoy very good relations with both these people, and they are quite willing to explore this field. They want to know what your recommendations are as to this for a regional shopping center — if it is possible and if it is feasible. If not of course it wouldn't interest either one of them.

MR. SELTZER: Well, it's a well-known fact that all large department stores in metropolitan areas have come to the realization, through traffic conditions, that they must get out into the less congested areas. Now in order to protect themselves one after another have been doing that very thing. Therefore, it seems to me that with a tract of land as large as this it should certainly be to your advantage to make every possible inducement to try to get them into this locality here.

MR. FRASER: You mean in order to attract them, let us assume there is no better location and we assume they are going to go there, we have to keep it to a community.

MR. LAYNG: We should also consider an intermediate solution. Isn't it possible that if Eaton's and Simpson's located in this area it would mean fourteen thousand people being interested in a small department store. It can be completely local for ten or twelve thousand plus a surrounding region say for four miles. But I think in this case twelve thousand people would interest them in that small department store.

MR. SELTZER: The trouble is that it's not large enough. I think they would have to get a larger number of people to patronize that area in order to make it attractive to the large department store because a small department store is not going to help you very much. It would seem to me, therefore, that your concentration should be on getting accessibility to this tract of land.

MR. OSTENDORF: I think your shopping centre would be greatly helped by a department store, I think it would naturally attract more people from greater distances than it would if it was just a small unit of its own.

MR. LAYNG: There is one thing to remember about the grid system; if we keep to the grid system, that is Eglinton and Lawrence going across to Bayview to Yonge Street, we are not up against the stiff competition of any other region, that

is the system of this whole area. If we introduce diagonals we can focus right on the area which, in my mind, is economically feasible to do for fifteen hundred acres.

MR. GERHOLZ: You can generate a maximum of twenty or twenty-five thousand population within the area self-contained. On Mr. Taylor's point as to whether or not if you have an expansion north whether there is any way to channel them or direct them, under this grid system with a diagonal. Is that what you had in mind; taking advantage of any expansion north and east?

MR. LAYNG: We have a chance to come from Bayview. We control the land along York Mills Road. We can come down from the north and west and get to the centre. But if you get more people living up here somebody else is going to have competitive shopping center and you are going to have a distribution and shopping center for the whole area.

DR. FALUDI: In this point at Steele and Yonge Streets there will be a very big shopping center, about two hundred acres of land which is on the main traffic route, absorbing all the population from the north. It is under consideration.

MR. FRASER: What street is that?

DR. FALUDI: Steele Avenue, which has a much higher population north of it than any east-north on Bayview.

MR. TAYLOR: It seems to me that in our thinking of this project that we should think in terms of three thousand acres and not fifteen hundred; isn't that true?

MR. FRASER: Yes, eventually.

MR. TAYLOR: I think that will influence our recommendations. If you have fifteen hundred, that is one thing. If you have three thousand, that is another thing. But there is three thousand and that, Mr. Chairman, is where we should more or less direct our attention.

DR. FALUDI: You should focus on the three thousand acres.

MR. GERHOLZ: In a regional shopping center you would have so many square feet and I am asking if you are thinking of three thousand acres.

DR. FALUDI: If you are thinking in terms of a good regional center it will be very difficult to create good accessibility.

I agree with Mr. Layng that a shopping center should rely on the local tributary area of three thousand acres, or whatever it will be. But it will be very difficult to attract real population because there is nothing here and as I said before, the trend of population is in the north.

MR. YORK: But the trend there would give no chance for them to grow.

MR. TAYLOR: Don't we have the possibility of bringing these people over into this area because of developing this area in the future?

DR. FALUDI: You have then again this competition that you had before, which is along the main route; this commercial area has parking space for two thousand cars.

MR. LAYNG: Mr. Taylor, are you trying to find out the general development of the commercial development, because there is something we have missed. Hamilton here is a very big city of 255,000 people, then we go towards Windsor and we have Woodstock, Guelph and all those places along the route and those places are highly industrialized and that is a very prosperous area throughout that section. So naturally the great pull of developments is somewhere to the west.

Now on the east there is a city here, Oshawa, where General Motors is located, of forty seven or forty-eight thousand people, and here is No. 2 Highway to Montreal along the lakeshore and some small towns along the way. But it is unbalanced, some of the towns go north to Toronto. Toronto as you can see is more or less weighted in this way and I don't think we can go on forever because we get into barriers this way.

DR. FALUDI: If that is true then all the population will be between the Don River and the Humber River, and that is the natural growth with the exception of small groups. You can see that it comes in the northwesterly direction, you can see it's private enterprise all through. If a strong group of people decide they are going to reverse the trend, then that will be different.

MR. GERHOLZ: Well, here's Yonge Street out to the perimeter and this is already set by a narrow, heavily congested street causing considerable delay. But by bringing down the other area to the right of Yonge Street you would cut right into here with a wide thoroughfare and give better access and create a natural flow right into your property, you have that opportunity, whereas on Yonge Street the die is set; it's a narrow congested street.

DR. FALUDI: Yes. That road is bringing the bulk of the population from the north, a matter of two hundred and fifty miles. That is the real lifeline and will remain so for a long long time, and that is the reason that things have settled in that area.

THE CHAIRMAN: Don't you think we have labored this point of northwest southeast long enough? We have got the information from the planning source and the engineering source and that we could discuss it privately later?

Subdivision & Local Street Layout

MR. LAYNG: We wanted to make all our residential streets in conformity with the contours, we wanted to avoid cut and fill to any great extent. We wanted to keep the nice rolling land and we planned it following the contours. We also wanted to get an inter-distribution road. (The comparison here is between Schemes A and B in Appendix. Scheme A was presented in Cincinnati, Scheme B is a revised layout.

THE CHAIRMAN: You haven't diminished your forty acres of shopping center?

MR. LAYNG: Yes, in Scheme A we wondered about closing Lawrence Avenue and feeding around both ways because of the minimum traffic. But I think there were some objections to that in Cincinnati.

MR. FRASER: I might say that weekend traffic is bumper to bumper right down Don Mills Road.

MR. LAYNG: We thought it best to put a park along the ridge in the southwest sector. By doing this it means that no child has to get off his own street; he walks down the street and through a path to his school. That applies in every sector. I think we should have an underpass for high school students.

MR. OSTENDORF: What would you expect your minimum lot to be for lowest cost housing?

MR. LAYNG: We are trying to keep it to sixty feet frontage and a hundred and sixty feet deep, in some cases a hundred and twenty because it may vary a little on the curves, but at the building line it will be sixty feet.

Now that is a little larger than they ask in Ontario. All the little towns have sixty-six foot lots and they seem to be able to afford them and pay for them. In Toronto, in the nineteen hundreds, they used thirty foot lots. The only thing that is changing that is the acceptance of the idea of one-story houses, which means more land space.

MR. GERHOLZ: It is noticeable here that you pay little or no attention to side yards. Is it your intention to give more thought to that?

MR. LAYNG: We want to give each individual house its own setting instead of being part of a row.

MR. BURNS: What are the current costs for development in the area?

DR. FALUDI: For water, sewer, paving and sidewalks, twenty-five dollars a foot. The builder will ask now for sewer and water or forty dollars per foot frontage, and a sixty foot lot costs twenty-four hundred dollars.

MR. GERHOLZ: You are talking about the current market value of an improved lot; I am asking what it would cost to put in the improvement?

DR. FALUDI: Twenty-five dollars a running foot.

MR. LAYNG: Eight hundred to a thousand dollars at most; twenty-five dollars is the price including the pavement.

MR. SCHMIDT: Does that include water? You divided that in half for each side?

DR. FALUDI: No, that is the production cost, twenty-five dollars a foot.

MR. SCHMIDT: He is talking about a running foot of street.

DR. FALUDI: Twenty-five dollars a foot, lineal foot frontage of the lot.

MR. SELTZER: For both sides that would be fifty dollars?

DR. FALUDI: Yes.

MR. OSTENDORF: Is that a separate type sewer, or both sanitary and storm sewer.

DR. FALUDI: It depends on the area; very often we have no storm sewer. It's combined on sanitary and storm sewers and depends on the topography of the land.

MR. OSTENDORF: You have both single and double top and sidewalk and pavement?

DR. FALUDI: Yes, black top penetration pavement.

In a recent large development, the production cost per foot frontage is similar; twenty-five dollars per foot frontage on a sixty foot lot. The production cost was fifteen hundred dollars, but it jumped up to seventy or ninety dollars as speculators bought it up. Now you gentlemen were at Mr. Pettit's Humber Village and likewise that for instance was forty-five dollars and jumped to a hundred and fifty dollars a foot frontage.

THE CHAIRMAN: That is high class property.

MR. SCHMIDT: We can't stand that in the States.

MR. FRASER: You can't here, either.

MR. OSTENDORF: I can't understand that cost for a black top street.

DR. FALUDI: You start the same: lineal foot of construction \$3.75; lineal foot of sewer costs you around \$5 so that you have already \$9. Then you have about \$600 per acre of grading wherever you go in such an area of the land. The street and surrounding access is fair. Then you have \$15 to \$18 for pavement and then you have about \$7 for sidewalk.

MR. OSTENDORF: Why do you have \$15 for pavement? How wide is the pavement?

DR. FALUDI: Twenty-two to twenty-four.

MR. OSTENDORF: How much area does that type of pavement cost you?

DR. FALUDI: That costs \$15 a foot.

MR. FRASER: Twelve dollars is what it is costing for a twenty-two foot road.

DR. FALUDI: And \$15 and maybe up to \$25 in some instances. We have tested fifteen or twenty subdivisions and it varies in different sections, there is grading and so forth, but the general trend is that wherever there is sewer, water, pavement and sidewalk the cost is \$24 a foot to produce a linear frontage of a lot.

MR. OSTENDORF: Is that a four foot or five foot sidewalk?

DR. FALUDI: It depends upon the area; in North York it requires four foot.

MR. SCHMIDT: You require sidewalks on both sides?

DR. FALUDI: Sometimes one sometimes two.

MR. LAYNG: We have been trying to concentrate everything on the open street or road. Assuming we have to have some kind of ring road for distribution or for creating a central area, we don't want to line houses on the street without any possibility of immediate planning. Certain areas might become apartment sites opposite a shopping area, so we want to keep it flexible. One of the troubles with the previous plan where we had a ring road, was that if traffic did use by-passes to any extent, it would mean danger for children. So we want to get the single family dwellings into the interior areas.

MR. SCHMIDT: Will the park authorities do anything on the land towards producing recreational facilities?

MR. LAYNG: No. The Township can't afford to maintain the land they take from us.

MR. SCHMIDT: Then I think you must maintain a certain amount of your own land for tennis courts and similar things — not too expensive uses.

MR. LAYNG: In dedicating the land to the Township we have gone as far as we can go.

Mr. Chairman, I would like to have criticism of this scheme. (Plans A and B.) I favor the loop street layout. Long streets, in my opinion, create traffic hazards, cars speed up, even on the curves. With the loop system I think there is a minimum traffic hazard; no child has to be out of its own street to go to school or play.

THE CHAIRMAN: It appeals to me. Do you want us to criticize it from an adverse point of view?

MR. LAYNG: I would like to find out all the faults with this particular principle of planning.

MR. BURNS: I suppose the sewers would go down the center?

MR. LAYNG: In the street right of way.

THE CHAIRMAN: Does it cost more to curve around the end?

DR. FALUDI: Twenty-five per cent more.

MR. LAYNG: You wouldn't actually curve the utilities.

THE CHAIRMAN: How will you name the streets? There is the post office to be considered.

DR. FALUDI: I see one name for the whole loop.

MR. LAYNG: I am not worried about the post office.

THE CHAIRMAN: Something to consider is whether you call the street the same name all the way around.

DR. FALUDI: What have they done in the States?

THE CHAIRMAN: They have put or tried putting the name all the way round, and residents will put up another name.

MR. SCHMIDT: We have made one north, one east, one west and so on, all the same name.

MR. BURNS: We have done that. For instance, we have East Park Drive and West Park Drive.

THE CHAIRMAN: I wonder how you are going to get out of that play ground. Is that a space there. How wide is that space? (Northwest quadrant, Plan A.)

MR. LAYNG: Thirty feet through.

THE CHAIRMAN: That is the pedestrian way?

MR. LAYNG: Yes. It would have a nice fence and hedge and an allowance to set back.

MR. GERHOLZ: People who live in the adjacent houses may complain. I don't know whether your experience is identical with ours but children, and perhaps grown people, will hesitate as they go along and peek in windows. These areas also become a nuisance.

Now the areas have to be maintained by somebody. You have to keep them clean, and while you have to have access there are objections that will arise that you may know of already with respect to those walkways or pedestrian ways.

MR. LAYNG: Well, they can be overcome by widening and putting up poles so cars can't drive through. I think that can be overcome and I think it's desirable to use it and everyone will surely cooperate; that is the reason for keeping the kids off the main streets.

MR. OSTENDORF: You would eliminate some of the objections if you formed clubs.

MR. LAYNG: I think you have got to have a community spirit to operate a place like this.

MR. GERHOLZ: Well, what I mentioned can become very very objectionable; isn't that your experience, Mr. Chairman?

THE CHAIRMAN: Yes.

MR. LAYNG: Well, wouldn't a fence do it?

THE CHAIRMAN: The people might object to that; some people object and some do not. It may be different in your territory.

MR. DURHAM: I would like to suggest you see Radburn, New Jersey, it's done exactly on this principle by Henry Wright — about twenty years ago — it's a little more open than that.

THE CHAIRMAN: In Radburn, the houses face the park.

MR. LAYNG: Could we better it by planning it wider?

MR. OSTENDORF: I think thirty feet is wide enough.

MR. TAYLOR: That northwest quadrant is one of your better spots.

MR. LAYNG: No, I wouldn't say it is preferable to any other; it's close to the railroad.

MR. TAYLOR: I believe you said you were inclined toward a lot of park area and you have been very generous about the amount of land.

MR. LAYNG: We are only going to allocate the legal amount and keep the rest.

MR. TAYLOR: It seems to me that rather than donate that land to the Municipality, it would perhaps be better to make the lots a little wider and give each person a little more land around their own home; those are only sixty foot lots.

MR. BURNS: This development is realistic, you couldn't go wider than sixty feet.

MR. TAYLOR: I am wondering if that quadrant is going to be an area for your better homes. Is sixty feet as wide as you should have it in the present trend for one-story houses?

MR. LAYNG: We are quite prepared to vary them; if the demand is for eighty foot lots, we will vary them.

MR. FRASER: That is the low cost housing section.

THE CHAIRMAN: In that connection, you are going to sell these houses. You say you have to get twelve or thirteen thousand dollars. Does that include the lot and are they going to be as small as seven hundred and fifty square feet?

MR. FRASER: No.

MR. SCHMIDT: I like the north segment very much; I don't like the south. (Plan A).

MR. LAYNG: This barrier here? (Lineal park area.)

MR. SCHMIDT: The distance required to get to your shopping center.

MR. LAYNG: You can't go in a straight line; it's the same thing as that passageway to connect up with your pedestrian way in the northwest quadrant.

THE CHAIRMAN: Mr. Layng has asked us where we would recommend the shopping center to go; whether in the southwest quadrant or in the northwest, or

whether in the northeast or the southeast. These other points he has been covering will help us to come to some conclusion about the best location for the shopping center. Also the point which Mr. Schmidt raised reinforced by Mr. York's comment. Are we leaning towards the southwest quadrant?

MR. GERHOLZ: I would like to ask one question before we consider this point. That is whether or not we are thinking in terms of forty or more acres or not.

MR. TAYLOR: The first thing we should decide is whether we should recommend a regional center here or merely a neighborhood center.

MR. SELTZER: I agree.

THE CHAIRMAN: Wasn't there some discussion by this group to put in a small center at first, then be in a position to divert its use to other things — apartments and so on if it was found necessary to do that five or ten years from now?

MR. WEHRLY: (quoting from the discussion at Cincinnati) "In considering the possible need for a regional type center, discussion of the preferential location brought out the desirability of investigating a site south of the C.P.R., tracks on land not then owned by the developing company but which possibly could be acquired. The reason for this location is that such a site would be better placed in relation to the future highway system of the Toronto area to the southeast and the growth that will come about with a proposed highway improvement (Eglinton Ave. extension)."

MR. LAYNG: The Eglinton Avenue extension is cut across to the south of the Townsite. The center of our plan is about one mile to the north. The suggestion was that the more plausible location was on the intersection of County Road No. 8 and Eglinton County Road.

DR. FALUDI: The principle is that you want a road that goes east-west, and Eglinton Avenue is that major road.

MR. WEHRLY: The suggestion was made that this be explored.

THE CHAIRMAN: There were four questions we have been asked to consider and we have only reached the first one; we haven't voted on that so we must have these gentlemen available to answer further questions that will come up in connection with further consideration.

DR. FALUDI: Do you think you will need me tomorrow?

THE CHAIRMAN: I don't think we will require you to be here.

DR. FALUDI: Thank you.

THE CHAIRMAN: Then, gentlemen, I will see you in the morning.

PROCEEDINGS OF THE CONCLUSIONS AND RECOMMENDATIONS

SATURDAY SESSION, FEBRUARY 23RD, 1952, 9:15 A.M.

THE CHAIRMAN: Gentlemen, let's come to order please.

Now this is what we are going to try to set up as a program today, if it is agreeable to you: We are going to continue with the briefing and review until we get through with it. I'd like to ask for an expression of opinion on the three or four most important items that emerge at this time, with the understanding that this is only tentative, and it is for the purpose of trying to channel our discussions to the points that are most important to our Sponsor. Also to indicate, if you please, to the members of the panel those things which they need not debate further with too much vigor.

Feasibility of The State

THE CHAIRMAN: Now, from this memorandum, see page which I presume you all have read, listening to Mr. Layng and from talking with Mr. Fraser, if the Chairman has conceived the issues that are uppermost correctly, they emerge as these: I think what was in mind most, is first, whether this whole project should be undertaken or not, whether perchance it might not be a better thing to recognize certain current difficulties and sell the property, undoubtedly for a profit; or whether the situation as we find it here from observation and from what they have told us is so favorable, despite the obstacles and despite the delays that it ought to be undertaken and actually proceeded with at such time as he is prepared to do so.

This of course involves the situation of withstanding the burden of carrying vacant property that the sponsor is not quite ready to develop. That must be taken into consideration by us, and I would like to get expressions of opinion from the panel upon the subject of whether he should do it or whether he should unburden and devote himself to something else; is that the first issue?

MR. FRASER: That is the first issue, sir.

THE CHAIRMAN: And I would ask the panel to indicate whether they favor going on with this project.

MR. SCHMIDT: What are the difficulties?

THE CHAIRMAN: There are so many of them in the first place; they are the same difficulties that apply in the States as to scarcity of materials and probable rationing of them; the problem in Canada especially — and in this Province of getting highways and sewers and public utilities installed not only from the standpoint of materials but from a financial standpoint.

MR. TAYLOR: Mr. Chairman, might I interject? I believe there is no problem of finance, I believe we can work out our problems with the authorities. It's a question of whether the location in relation to the city as a whole is worthy of it.

MR. OSTENDORF: There is a feeling on the part of ownership that there is a thrill in developing something because there must be an incentive, or it would be a failure.

MR. TAYLOR: One of the conceptions is doing something for the community as a whole.

MR. SCHMIDT: I noticed a lot of signs — new houses for sale. Now that wouldn't happen in the States in my city at least, and I wondered if there was a difficulty of getting an article of mortgage?

MR. FRASER: The answer is the overall federal government credit restrictions as opposed to material restrictions and controls. We have done it from a financial basis and it's come from the government through the federal bank. Credit restrictions have been imposed on lending institutions to cut out our overall impact upon this inflationary spiral, and we have been going about it in a different way.

The government on the other hand recognizes the fact that they have been too severe. They would like to see one hundred thousand houses start in Canada per year at this time, the maximum two or three years ago was at about ninety thousand. So the machinery has now been put in motion by the federal government to ease these restrictions in order to get housing started again.

THE CHAIRMAN: Do I take it that you do not put much store about the fear of enough water or utilities to serve the site?

MR. FRASER: No sir.

MR. BURNS: How about the industrial expansion which you are largely dependent upon. Do they get materials or do they or can they get materials or do you have controls to hinder expansion?

MR. FRASER: To that end they are being very selective to industry, allowing things to come in, in the first instance to the extent that most of them will have a priority for getting their steel requirements, that they will be working on defense contracts.

THE CHAIRMAN: Now, will you express tentatively your view as to whether the Taylor-Fraser interest should hold off or go through or should be abandoned. Will those in favor of them doing it please hold up their right hand? It seems to be unanimous at this time that the Panel feels that this is worthy of carrying through.

General Location of the Shopping Center

THE CHAIRMAN: The second point was the suggestion made at the Cincinnati meeting, that in the location of the shopping center the owners explore the possibility of going further south and acquiring additional land at the spot where the projected east-west highway as explained by Dr. Faludi, would be in future, perhaps in the next two or three years. I'd like to get the feeling of the panel on that.

MR. BURNS: The location that you chose in what is now, as I understand it, the industrial zone; the location is in the center of the industrial district. Would this be changed? It wouldn't be possible to go down there to the commercial center in the middle of the industrial?

MR. GERHOLZ: Is that frozen as industrial?

MR. FRASER: It's industrial but it can be worked out.

MR. GERHOLZ: Is it a question of two hundred and thirty-five acres out of the industrial and could you, if you moved your shopping center down there, probably add to your industrial area at the north end?

MR. SCHMIDT: This additional property?

MR. GERHOLZ: I understand the Township wanted the minimum of industrial.

MR. LAYNG: They have formulas that they would like to have from any new development. The answer to your question is we cannot expand the north end any more. We would be really hurting some adjoining property use to the west.

MR. FRASER: I think that is flexible to the extent that we would have enough weight in a discussion of this kind where we might have the zoning laws modified to include a shopping center and a commercial center in that section.

MR. OSTENDORF: That is the question. I want to know do you feel you could have it retained as an industrial and have it retained as a commercial area by someone else?

MR. TAYLOR: I wouldn't want to take that stand. But if it was considered that that was the center for commercial I think we could argue it from the Township's point of view to be just as valuable.

MR. BURNS: Your shopping center then would be in the center of all the industrial area. The problem is, should your shopping center be in the middle of the industrial?

MR. TAYLOR: I have been giving a lot of thought to this thing since last night and in my mind the answer to this question is tied up with the answer to

another and the two go hand in hand. The other question is: Should we keep in mind at this moment that the center to be developed, be a regional center or a neighborhood center? I would like to give you my thoughts on both of those points, if I may.

In the first place this is the land owned by the corporation, and including some land owned by Mr. E. P. Taylor personally — actually we are considering the ultimate improvement of three thousand acres.

The development of Toronto has been more or less lopsided, all the plusses seem to be on the west side. It seems to me that something should and will be done, to balance the growth, so that the east side over here is due for really great development in the future. With a city of one million one hundred thousand already and the possibility of doubling the population within twenty years, certainly the property on the east side is going to come in for development. I think it would be a mistake not to plan for a regional shopping center on this property.

The Sponsors of this property are extra intelligent men, men of great energy and influence and they have resources behind them, and I say that because that influences my thinking. I think these men are strong enough financially and otherwise to imagine a regional shopping center and a successful one in this area, and I am of the opinion they would induce one of the largest stores, either Eaton's or Simpson's, to come in. That in my mind is the focal point of the whole business.

If they are going to put a regional center here, then I think this shopping center should be regionally central to the property they are already on. Therefore, I would suggest that the location of the regional center be in the central part of the site rather than to the south.

I am thinking of three thousand acres instead of a development of fifteen hundred acres.

There is another thing which makes me think this is the best spot for a regional center; I have been thinking about the value of these railroads here.

I think these railroads are very much on the way out, I think they are following the pattern of street transportation in our communities. I picked up the paper this morning and I see that the Canadian National Railway (government owned) is considering going into the trucking business because the trucking business has cut into their business so much.

I think in the future many factories are not going to be concerned whether there is a railway or not, because I think in many instances most of their transporting will be done by truck. That being the case here is a by-pass coming through here and here is the property we are considering. It well may be that in the future, and within our lifetime that this major highway along here will be just as important for factories for the location as these railroads down here.

If that is true, then you will have factories and industrial development along this highway here, and you may also have some along here which will be a through east-west highway. Where you have your industrial concentration you want your residential developments close by. Therefore, that is another reason why a regional center should be here because it's just this much closer to this highway along here, and I think in future it will be very important from the standpoint of factory location.

I want to ask this question: Is this connecting line between the CNR and the CPR terribly important in your opinion? Would it be possible to eliminate it?

MR. FRASER: No sir, the likelihood is that in the future the CNR will use that line to by-pass the Toronto yards in their east-west movement of freight.

MR. TAYLOR: Then this is important and there is no reason for getting rid of it.

There is another thing that has been disturbing me. This is industrial development and high class residential, going hand in hand.

It may be that the type of industrial development can be controlled in such a way that it will not adversely affect the fine character of the adjacent land. On the other hand it may be that you would want to concentrate your industrial development to the south. It might be even desirable to skip industrial development in the north. I do know that in many cities manufacturing plants are going on major highways because so much more of their freight is being hauled in that fashion. Whether you develop the industrial at this moment is something that you could perhaps leave for the future.

THE CHAIRMAN: We are going to vote on this issue.

MR. YORK: Just a point: I feel it will be a mistake to put a shopping center in the center of an industrial center because of the parking. When these industrial plants release their employees you will have much congestion and confusion at the very time that your shopping center should be getting its peak business. I think it will be a terrible mistake to locate a shopping center in the industrial area.

MR. TAYLOR: One other point I want to mention is this: On the west side of the metropolitan area, where it seems to me all the plusses have been, they have developed this freeway with all sections connecting with the north country.

It seems to me that in order to balance Toronto some thought should be given to developing a highway on the east side so that the people coming down from the north could either take the west route or the east route. Also, if I remember correctly, your airport is on the west side and you certainly are going to need another large airport. It seems to me that thought should be given to getting another large major airport to serve the city of Toronto on the east side.

MR. OSTENDORF: I listened to what has been said about the railroads, but railroads may be a great asset in your city. I know it has in our city. People don't want to drive automobiles down they prefer the rapid transit. I wouldn't be surprised in some years to come that you will see rapid transit right here. It saves highway travel and people are trying more and more to get that type of service. That is where I think you will see the benefit of where your shopping center should be, where you have it planned instead of to the south.

THE CHAIRMAN: Let's remind ourselves of what we are trying to decide at this moment, whether a shopping center should be developed as shown on the plans, or whether we should recommend that the Sponsor go further south to the point where there is projected an east-west highway and acquire more land on which to put a shopping center. This is the issue. The committee is not saying that it will not change its mind, it merely undertakes to be helpful in the whole investigation at this time in expressing its thinking in favor of the site on the land owned as against the site on the land that might be acquired. For this purpose I take it, it must be assumed that it can be acquired and zoning arrangements completed.

Now, gentlemen, those are the matters we want to deal with at this time.

MR. GERHOLZ: Can this panel assume that the owners are going to develop both properties, or are we considering fifteen hundred acres?

THE CHAIRMAN: I would say that, subject to possible change from outside influence which we cannot predict, we must take into consideration the three thousand acres directly or indirectly.

MR. SCHMIDT: How many living units are in the central part of the site?

MR. LAYNG: Three thousand.

MR. FRASER: We have about three thousand units in the central part; there would be about four thousand in the fifteen hundred acres ultimately.

MR. SCHMIDT: I would like to make the point that that is enough living units to support a very successful service center. Twenty-eight hundred living units means probably nine thousand people. That is sufficient to support a very successful service center.

THE CHAIRMAN: As distinguished from a regional center?

MR. SCHMIDT: Yes, and my judgment would be that you would have to have that to support a good service center, to serve the people in that community. I would reserve sufficient land for a regional center.

THE CHAIRMAN: That is not the issue now. I will state again what we are trying to do. All we want of the panel now, is whether you keep the central

location or go south to where the new east-west road is going through and buy new land; that is the only issue we want at the moment.

MR. TAYLOR: Will Lawrence Avenue be opened up so that it will become eventually an east-west thoroughfare with easy access from the heart of town?

MR. FRASER: I would say not.

MR. TAYLOR: Then where will you have to go to reach this street; how far will that go?

MR. LAYNG: Lawrence Avenue East does exist, but we get into trouble in the valley.

The only break in the whole Lawrence Avenue system is at the Don Valley.

I think it's quite possible that Lawrence Avenue could become just as important as Eglinton. But it's more difficult to span the valley.

MR. TAYLOR: In other cities valleys have been spanned with main arterial highways. Is there any reason why these valleys couldn't be spanned?

MR. LAYNG: We have a solution in Toronto that is working successfully. That is, not trying to space at high level, but to work out a road down the slope and up again. The engineering solution is possible.

THE CHAIRMAN: The Chairman has been assuming some things the present discussion has brought up as an issue. We observe without question the fact that the town has not moved northeast is largely the result of physical obstacles which have not yet been overcome. We also assumed in a town which is growing like this is and which has grown unduly in an opposite direction will eventually solve the question of access. We are asking if this is a fair assumption.

MR. FRASER: I would say yes. There is the other factor; this area to the east is being held in large estates, privately owned by those who are not willing to give them up.

THE CHAIRMAN: Now assuming that access will be provided, we would like an expression of opinion which I have already asked for regarding the location of the shopping center.

Those in favor of staying in the central location please hold up your hand? That seems to be unanimous.

Specific Location of Shopping Center

THE CHAIRMAN: Now, the third issue is: if the Sponsor is going to stay in this location, should he pursue the plan of placing the entire shopping center in the

southwest quadrant (Plan B) or should it be in both the northwest and southwest quadrants with the closing of Lawrence Avenue as shown on Plan A.

MR. TAYLOR: I have an alternate suggestion. I would first draw a circle centrally located. Within the circle I would put the regional shopping center of forty or fifty acres or whatever is determined. I would put the department store in the center and make it circular and if it is circular, similar to that planned by the Hudson Company.

I would put a business display all around the store, with a mall treatment on each of the four axes, creating four malls on the axes of these streets. I would have related types of business in each mall. The parking would be in the pie shaped quadrants between the malls. I would have a tunnel going under each mall. I realize the tunnel construction is expensive but I visualize a major regional center here; I visualize something that is even better done than Northgate, and while it may cost more to have two tunnels instead of one, the advantages I think go with the two tunnels, the extra cost would be in the two extra approaches to your tunnel. I would then put apartments around the periphery, the idea being to get a concentration of walk-in trade as close to the center as I possibly could.

I think I would be inclined to put apartments along the frontages of Don Mills Road and Lawrence Avenue.

Then I would put out here all my single family residential in the four quadrants back of the apartments.

THE CHAIRMAN: Where would you put the traffic — around or through the tunnels or both?

MR. TAYLOR: The through traffic would go around the center.

MR. BURNS: What do you need the tunnel for?

MR. TAYLOR: To serve the buildings, for service of the shops.

I am inclined to the circular movement because I think it puts your shopping right in the middle of all your residential and it makes your parking closest to your shops. You haven't too far to walk from your parking to get to any one group of shops.

A further advantage: if you start in the center with a department store, you can expand as needed, but with flexibility to expand the whole thing to an ultimate regional center.

MR. LAYNG: We are already working on a scene like that one. The problem is just what you mention, the diverting of the traffic flow. Assuming that we are going to have heavy north-south traffic, would you favor an elongated area?

MR. TAYLOR: I would make it circular.

MR. OSTENDORF: What effect would it have on the schools?

MR. TAYLOR: I am assuming that is a detail; this thing is large enough now not to be disturbed by any existing improvement. The schools then would be suitably located in the residential areas so that your children do not have to cross those two major highways to get to them.

THE CHAIRMAN: Do you understand Mr. Taylor's proposal? Do you want to ask any questions? He is using the tunnels solely for service to the stores with the traffic north-south, east-west to be diverted in a circle around the present intersection of Don Mills Road and Lawrence Avenue.

MR. DURHAM: I would like to ask Mr. Taylor if he would agree to consider possibly the later treatment for service to the stores and use some of the money that would be spent for service tunnels for the support of the pedestrian traffic which I understand is much greater here in Ontario than we are used to.

MR. TAYLOR: With proper control of these highways, traffic lights, et cetera, there should be no difficulty. I don't think the people living in these residential quadrants, or the apartment people will walk; I don't think they will object to crossing this highway. The highway for some time is not going to take too much traffic, and I believe with traffic lights you can get your people across.

MR. LAYNG: The only thing we have been wondering about is whether that system limits us more than the other system in expansion, or would you counter my criticism that you would have to make the area large enough and let it lie vacant till it became ripe.

MR. TAYLOR: With the power and strength and virility that Toronto has, and to the vision and financial backing these men have, I believe that you can put on a regional development here and make it go. I mean not do the whole thing at once but do a large section of it at one time.

If these men with their promotional ability put this on and do as Northgate (Seattle) did, by giving a complete package and open up as they did, certainly with a city like Toronto and the fact that there are no shopping centers of this sort here, this would draw people from all over the metropolitan area.

MR. YORK: I wonder if he has ever been to Framingham?

MR. LAYNG: No.

MR. YORK: The service areas are fenced areas back of the stores. From a service standpoint they haven't experienced any trouble, and I am sure the cost is many thousands of dollars less than underground tunnels.

Architecturally, I agree with Mr. Taylor. It depends how much you want to spend, whether you want to build a monument, or how much money you want to spend to get a return.

THE CHAIRMAN: You can see the architectural mind working. These men are wanting you to spend an awful lot of money, but it seems to me they have enlarged the concept.

MR. FRASER: You heard my name, sir, — Fraser, that is Scotch.

MR. TAYLOR: Whether you have a mall or not, depends largely on whether you feel there should be a basement or basements in your stores.

Moving earth isn't very expensive. If you have basements underground it doesn't cost much to move earth in the front line of the basements and get your tunnels. All you have to do is have reinforced concrete on top of it. You have also solved your snow removal problem. It isn't as expensive as you think when you use the front walls of your basement as the side walls of your tunnel.

MR. BURNS: How many malls are there in the country?

MR. TAYLOR: Los Angeles, Seattle and Princeton, New Jersey.

MR. BURNS: Have they had any experience with the flexibility of this scheme?

MR. SCHMIDT: No.

THE CHAIRMAN: The Chair is trying to devise means of not destroying the advantage of having expressions of opinion on definite issues from the panel at this time. It seems to me that in view of this new presentation we could ask the panel to indicate a preference between the two plans we have been considering thus far.

The plan which Mr. Layng first presented had the center all in the southwest quadrant (Plan B). The second plan (Plan A) which he has presented is in the northwest and southwest with a partial closing of Lawrence Avenue.

Of these two, which is preferred by the panel? One; all in the southwest corner; two, all in the northwest and southwest quadrants.

All those in favor of the first plan raise their right hand. It seems to be unanimous.

We now get to the point of considering whether to put the whole center in the southwest quadrant. The Chair would like an expression of opinion from the panel whether they would prefer a shopping center in the southwest quadrant wholly, (Plan B) or whether they would prefer to occupy all four of the corners with a circle arrangement — we will call the latter the Waverly Taylor Plan.

MR. SCHMIDT: I would like to express an opinion that this region is not ripe yet for a regional center; access is not adequate to it. I think that a regional center with traffic that would be generated by it would make traffic movement impossible. I think you have to get more means of good access before this can be a regional center.

Therefore, it seems to me that you are confined at the present time to the necessity of servicing the residential units that you are going to build.

THE CHAIRMAN: Am I right in speculating thus far ahead, that if a service center were put in here currently, say in the next two or three or four years, wholly in the southwest quadrant, the owners would be justified in holding the other four corners and postponing the rather substantial investment in underground construction, but not putting themselves in the position where they could do no development on the regional center as indicated.

MR. FRASER: Could it be worked out so we would define an area which we wished to hold on the four quadrants; then diverting a road immediately to the circle, and working out a system whereby the southwest corner would be the first part to be developed, with relation to the future regional development?

THE CHAIRMAN: That is different from what I am talking about.

Now, Mr. Taylor, your presentation seems to leave me with the impression that you felt the Sponsor should go into this thing "whole hog" immediately, or as soon as they can get started, with the fixed idea that it would be a regional center and that the money should be spent to divert the traffic as you have indicated without feeling their way along?

MR. TAYLOR: I think they ought to make up their mind that we are going to build or develop a regional center. I think they ought to determine how much land they can devote to that. After all if you miss it you only miss it by a few acres. If you take forty or fifty acres within the circle, then I think the roads should be developed around the circle right now.

Then I think you should try to get your department store in the center; I think you should come down with just one mall or maybe two at the present time on the axis of the north-south street. Do that part first and leave the rest open for parking. Then as the area develops come along and build the third mall and finally the fourth mall. If you can get your department store to come along, that is the thing in my opinion, that will unquestionably make your area.

THE CHAIRMAN: There is no backing off from this plan once you go into it.

MR. TAYLOR: The ground that you reserved for the other malls could be used for multi-housing.

THE CHAIRMAN: The Chair is assuming that there is complete agreement among the members of the panel to the effect that, if you have a regional center there, you have to have a department store. We are not even voting on that because we assume that.

MR. YORK: Instead of running the malls as Waverly suggested, you could develop this quadrant in the middle as a neighborhood center with a super-market, drug, etc., then reserve another section for the department store. If this didn't develop the land could still be put to other uses; you still have your local shopping center here available to traffic going around the circle.

MR. TAYLOR: I thought of that but gave it up because you can build your tunnels most economically under malls by using the front walls under the basement as side walls for your tunnel. If you couldn't get your department store you could at least build one of the malls.

I think they could build two of the malls at least, probably the one south of the center and the one north of the center and run the tunnel straight through on the north-south access, leaving the other east-west malls to a later date, and using the land for parking.

MR. SCHMIDT: Those roads would not accommodate traffic. It is simply impossible at this time to have a regional center there in my opinion; you need not one, but at least another east-west road.

MR. TAYLOR: I realize what you say is true. You do have to get better access roads to this area, but I am assuming that this gentleman knows this and that it can be done. Eglinton Avenue is in process now and you can already get through on Lawrence Avenue, Mr. Layng?

MR. LAYNG: Yes.

MR. TAYLOR: Eglinton Avenue is not too far. The land has already been purchased and the engineering done.

Another idea is before they started the center they should get their apartments started. Certainly the two should go along so that at the time your center was opened, your department store and this mall treatment here — your apartments should be ready.

THE CHAIRMAN: The interest in apartments would have to be there.

MR. TAYLOR: In Northgate they built apartments on one side of the property.

THE CHAIRMAN: But they had some population; more than they have here.

MR. TAYLOR: What is the population in Seattle — four hundred thousand?

MR. SCHMIDT: About six hundred thousand.

MR. BURNS: Isn't that close enough to the housing project to be satisfactory to service the others?

MR. TAYLOR: You have industry down in here already; this is already zoned. The IBM is down in here now.

THE CHAIRMAN: I understand that the filling of the apartments and the home units that would be built here was to a large degree conditional on the industries which would come in the area. You couldn't rely wholly on those there now.

MR. FRASER: No. There is a great labor pool. As we come down the Don Mills Road we find what we also found on O'Connor Drive in East York. That is a great labor pool in that section now; they are housed. The IBM anticipated a great deal of difficulty in opening this area to start with but it proved that they had no problem at all for their employees.

In addition, there is a point which I haven't made clear. There are superior type industries who have agreed to conform with layout and architecture who have already purchased and are going into these southern areas and they will be starting building, some of them, in April of this year. So there is an indicated twenty-five hundred employees of these industries already going to move into that southern industrial area.

MR. TAYLOR: There is another thing. You have a village of Scarboro, and you have one up here of about fifty thousand. Don't these people go into Toronto for their things?

MR. FRASER: Yes.

MR. TAYLOR: Then in that case when they come to town they would stop here and not go to Toronto. I think you could count on these people if you got a good store like Eaton's.

MR. SCHMIDT: You would have only one way to get into the north-south street and you can't handle that traffic. I am telling you it's impossible.

MR. TAYLOR: In the future there will be a drive along the east green belt. There is no difficulty with this land being pretty well open to get diagonals. You don't have to depend on this road entirely.

THE CHAIRMAN: Relying on these future highways being put in is a very speculative business.

I would say in relation to getting highways from the northwest and the northeast, it is speculative thinking.

MR. FRASER: I don't want to divert you from what you are thinking now, but we opened a little shopping center here with just one food market up on Bayview, which is a better avenue than Don Mills. We opened on February the 14th, and the traffic congestion was so great that it took twenty minutes to get from a few hundred feet down south of it up to the opening there. About three thousand people came there at the opening and it created a terrific traffic problem.

THE CHAIRMAN: What do you argue from that?

MR. FRASER: My thinking is governed by what Mr. Schmidt said; that these roads would not support a regional shopping center even starting with a department store.

THE CHAIRMAN: We know that there are only half a dozen small type regional centers, and that in no instance are there sufficiently wide accesses as they approach the centers. Nobody has been able, either with their own influence or own money or pull of the city or county or whoever puts up the money, to get wide enough accesses to support these big things. Every one of them has had to revise their ideas of handling traffic. It's not when they get there to shop, but it is getting into the neighborhood which produces the problem.

MR. SCHMIDT: I would say that to make a regional shopping center such as Mr. Taylor is talking about you need traffic of ten thousand cars a day. You would have to have about a three times turnover of a three thousand car lot to make it successful. Those roads wouldn't accommodate that traffic with the accommodation they have now. It calls for more means of access.

MR. TAYLOR: Can't you get that; you have got a lot to do here to accomplish that whole project; that is just one thing.

MR. DURHAM: I would like to suggest to Mr. Layng, if he develops this idea, that he take time out to go to Broadway-Crenshaw in Los Angeles where they had to erect a six foot high fence down the middle of the street to keep people from being killed. People won't use the crosswalk, that is the important thing in traffic that Mr. Schmidt brings up. So if you develop this take that into consideration. They have an awful problem right now; they have a lot of money tied up in the center and they can't get the people in and out of it.

MR. LAYNG: I don't understand what you mean by this inadequacy of the road. Is it road allowance or road pavement? Our allowances are quite flexible.

THE CHAIRMAN: You said you were going to make an eighty-eight foot right of way.

MR. LAYNG: Legally it will have to be eighty-six; in our own interest we can make it a hundred and twenty.

MR. OSTENDORF: It would be desirable.

THE CHAIRMAN: Eighty-six feet wouldn't do at all.

MR. LAYNG: A hundred and twenty makes for a six-lane highway.

THE CHAIRMAN: You have to have a side road to enable traffic to get into your property.

MR. TAYLOR: I would like to ask Mr. Fraser for his opinion on the possibilities of getting one of those stores.

MR. FRASER: I would say that all the factors are favorable to us getting one of the major department stores. But I would be the first one not to try to sell them something I didn't believe in myself.

MR. BURNS: I think if the department store is sold, that is the best evidence you can get that you have a good location.

MR. TAYLOR: What is the practicability of getting adequate access roads to the area from the east and from the west?

MR. LAYNG: Well, from the engineering point of view there is no trouble. From the political and financial point of view there is all sorts of trouble. The first thing to do is apply to two or three agencies to get cooperation, and the cooperation might not be forthcoming just on a political basis.

THE CHAIRMAN: Am I right in saying that the city of Toronto is not flush with money at this time?

MR. LAYNG: I would say that Toronto is a welltodo city.

MR. SCHMIDT: You have industrial and business but not too much residential.

THE CHAIRMAN: What about the municipalities?

MR. LAYNG: The County has no money, they only have administration funds handled through the townships.

THE CHAIRMAN: You can't get federal aid for the kind of road we are talking about?

MR. FRASER: No sir. The only possibility will be in the military highway, the widening and extension of Bayview.

MR. FRASER: The question seems to me to resolve itself with the difficulties we are faced with politically and in timing.

Let's look at this from a regional point of view but also on the possibility of developing the neighborhood too. The basis suggested with this circle from a practical timing point of view, in the next two or three years, and the longer point of view of having the large regional center.

THE CHAIRMAN: You have no qualms about holding this large amount of land untouched that would be necessary to expand from the smaller to the larger, which the Taylor plan envisaged. I don't want to shut off any expressions of opinion; it has already been stated that the engineering problems could easily be overcome, but that the political aspect may be troublesome.

MR. BURNS: In what period of time do you think that industrial could be developed?

MR. FRASER: On a conservative basis I would say seventy-five percent of that land would be taken up in a two year period.

THE CHAIRMAN: It will? That is very optimistic.

MR. BURNS: Mr. Layng had said three years in the car and I wondered if Mr. Fraser agreed. I would feel that housing development could go in there immediately. I think it would appear that you could go in and build houses without your industrial.

MR. FRASER: Politically we can't do that; the demand is here for houses right now but politically because of the financial position of the Township and resistance — you have other parts of the Township not favoring our interest and that is the way politics would come up. We have first to convince the people of bringing industries in before they would allow us to build houses.

MR. SCHMIDT: Can they do that?

MR. FRASER: Yes.

DR. FALUDI: In order to approve the subdivision you have to devote certain areas for industrial use, they say they want industrial because of the higher tax and on the other hand you can't have any industrial without housing. It's silly for them to create industrial use which can't be implemented because of insufficient houses in the area to house the workers.

MR. FRASER: I would like to modify that slightly; as soon as we know that industry is ready to go in we would be ready to go in with houses.

THE CHAIRMAN: You surprise me when you say you project a development of this area within three years.

MR. DURHAM: Could I ask Mr. Fraser if he meant seventy-five per cent of the total area for industry?

MR. FRASER: Of our property, yes.

MR. GERHOLZ: You will recall the statement by Mr. Greisinger at dinner about the number of inquiries they have regarding foreign plants from the continent and from England and America as well.

MR. FRASER: I would like to give you the practical implication of this because we have resisted any people in the real estate business to date as offering this land for sale under any conditions until we have worked out plans with you, and recommendations.

Industries have come to us and bought seventy-five to a hundred acres of land, industrial land, when nobody tries to sell them, and we are resisting them. There is very little good industrial land left where you can buy five or ten acres in this area.

MR. TAYLOR: Mr. Chairman, I would also like to say this: That if I were in Mr. Fraser's position I would buy this piece of property here, and I would certainly get hold of that — the center should be here — but that piece of property should be bought.

MR. FRASER: All I can say is that we agree that he is right, and we are already negotiating for the property.

THE CHAIRMAN: Now, we must make some progress. Unless there is strenuous objection we are trying to get an expression of opinion of the panel on these plans.

MR. WEHRLY: There is one point I'd like to mention that has not been brought out and it's relative to Mr. Schmidt's point on traffic, that is, I agree that there is a brilliant architectural conception, but you have to think in terms of effect it will have on the traffic within this area as well as the approaches to it.

I am inclined to feel that if you interrupt the only through access you have thereby diversionary routes. It's a very important consideration and one which I would frankly be afraid of unless you spend a tremendous amount of money on grade separation treatment.

THE CHAIRMAN: You live in Washington, and that is why you mentioned that; those circles there give you ideas.

MR. WEHRLY: You get into complications where you interrupt traffic movement.

MR. TAYLOR: To me this is one of the advantages of this plan. I think that if you have a regional center that you want a dramatized effect and you want to interrupt the traffic. You must remember that this regional center and that traffic that comes here will come to do business.

MR. GERHOLZ: I would like to ask a question: In the completion of this by-pass — this very heavy traffic flow during the resort season which puts them bumper to bumper. Would that automatically become diverted east and west on completion of that by-pass?

MR. FRASER: Yes. I think that is a fair assumption that this road to the east of the center of our town will become the main traffic artery north and south and they will just stop to go into the shopping center if they are going to by-pass the Don Mills Road.

MR. SCHMIDT: That is a very poor means of access, Mr. Fraser, from the type of thing I was talking about. If you had that easterly road built it would give you another means of access to the center without using the one road.

MR. FRASER: That is one of the first ones that will be done.

MR. SCHMIDT: But until those things are done you won't be able to operate the regional center.

THE CHAIRMAN: Do you feel ready now to express tentatively a preference as between the two plans we have been discussing, that is the Layng Plan (Plan B) and the Waverly Taylor Plan?

MEMBERS: Yes.

MR. OSTENDORF: I would like to see plan and costs developed before I would make a decision on that — I think Mr. Taylor has a fine plan.

THE CHAIRMAN: We must act on it or we are going to leave it up in the air.

MR. DURHAM: When you asked for the decision — can you qualify that we are going to assume that Mr. Taylor's plan will provide another road other than Don Mills Road for this resort traffic?

MR. FRASER: I think it might clarify putting this question by assuming that this one road on the west which is Bayview and the other on the east which is Woodbine will both be enlarged and will go through by the time we are ready for this project.

THE CHAIRMAN: Now, are we willing for our answer to be predicated on those conditions.

MR. OSTENDORF: Let us put it this way: That all things being equal which would you prefer?

THE CHAIRMAN: We are assuming that the department store is going to be available, and assuming that these north-south roads are going to be made available in addition to the Don Mills Road. Now, under those circumstances, would you favor the Waverly Taylor Plan or the John Layng Plans? (Plan B) Are you willing to express an opinion on that?

All those in favor of the Layng Plan (Plan B) hold up their right hand? I count three. Now all those in favor of the Taylor Plan hold up their right hand? I make that five; that is five to three in favor of the Waverly Taylor plan.

The Secretary will make a note that Mr. Schmidt withholds his vote for the present.

MR. GERHOLZ: We qualified accessibility in our voting.

MR. SELTZER: Well, I am very much in favor of this central area but here is one thing that I want to suggest: I want to divert these roads around, flanked on the other side with apartments.

The buffer that we are then creating would be an inner road for the shopping center. This will be more heavily travelled as the years go by and would probably require underpasses both for vehicular and pedestrian traffic. You could do that today less expensively than later on.

MR. TAYLOR: What you are saying is to underpass the road that immediately bounds the commercial area so that your walking-in trade will not have to cross at grade.

MR. SELTZER: I would create a complete freeway, a buffer if you please. It is going to cost some money but it will pay you.

MR. SCHMIDT: There is one point I'd like to make: If you had that type of circular treatment of business center, in my opinion you will have to have sixty acres for a regional center.

THE CHAIRMAN: That includes this roadway, right of way?

MR. SCHMIDT: Yes.

MR. SELTZER: Yes, and if your regional center isn't warranted later the balance of the central area can be used for apartments.

Possibility of Rapid Transit Service

MR. OSTENDORF: I think we should give some thought to the possibilities of rapid transit to the area. Shaker Heights, near Cleveland was made through the availability of rapid transit.

The Van Swerigan interest bought their own right of way, they even had to go so far as to buy a railroad into the center of the city of Cleveland. Later the rapid transit loop was purchased by the City and brings in a good return.

The transit service allows people to get to town in about fifteen minutes. They are now taking much of the land that had been set aside for waste or park land and diverting it into parking lots. Many people are now coming from the hinter-land, the outlying districts, driving to this spot then taking the rapid transit downtown.

MR. FRASER: I am glad you brought that up, Mr. Ostendorf. Something happened here awhile ago which points this up. We had a street car strike but it didn't paralyze the city. The CNR and CPR in view of the difficulty created by the strike put on a commuter service and came here to Oriole, which is right here in this part of our development.

The population is going to grow here and that is one reason why now I see that it is wise to reserve this from industrial usages because you could have a suburban station right here. I know the IBM and ourselves are working together to have the CPR down here on this line.

THE CHAIRMAN: With parking?

MR. FRASER: Yes.

MR. OSTENDORF: It's very important that you obtain that land today because it will be costly in the future. I know it has been a wonderful thing for the people of Shaker Heights. People want to use the rapid transit system. It's the backbone of that whole eastern section of the Cleveland area. Your property here is perfect for such a development and that is the one thing that has attracted me and made me think of this location here.

MR. SCHMIDT: If this idea were generated a little farther it might be the means of developing that whole eastern agricultural section.

MR. OSTENDORF: The Van Swerigans had about nine thousand acres, and if they had given more thought to the business section they would have had a gold mine. They made one great mistake, they expanded their development too rapidly, they wanted to grow too fast, they got too many developed areas and the municipality taxed the development.

MR. FRASER: We have a system here where you register or file a plan with the Minister. We file ahead of time what you do this year or in the next few months.

THE CHAIRMAN: This suggestion of Mr. Ostendorf's is very important in the area you are working here.

We have given you a current view of our thinking based on the assumptions you gave us.

Revision of Residential Areas in Northwest and Southwest Quadrants

THE CHAIRMAN: Mr. Layng showed us a detailed layout for the northwest quadrant (Plan C) and at the same time his picture contained suggestions about the southwest quadrant, which immediately excited some criticism in that it was going to be too far to walk around traffic to get from the southwest part of this quadrant to the shopping center.

MR. SCHMIDT: I hate to see that ridge not used for residential. People like high spots and that ridge has been set aside as a park area. It seems to me that unless it presents undue problems for residential use, it is perhaps a mistake. (Plan A)

THE CHAIRMAN: Mr. Layng, can you meet the criticism.

MR. LAYNG: Mr. Chairman, I think it's a good criticism and I am glad that Mr. Schmidt brought it up.

MR. SCHMIDT: The other thing is that you only use one side of that road.

MR. LAYNG: That is industrial on this side. I don't like to split land use by a road. Therefore, we should probably try and evolve the parallel system instead of right angle and keep parallel with some of the contours.

THE CHAIRMAN: Could we go far on this issue right at this time? You have made a re-study of the southwest quadrant layout.

MR. TAYLOR: May I make this suggestion: I think we can work this out in principle to apply to each of the quadrants with certain deviations. You would want, I should think, apartments as a buffer between shopping center and single family use. You want to get people to the center? You need radials coming into the circular road to get your people to the center.

THE CHAIRMAN: Taking into consideration the comments of Taylor, Schmidt and others can we recommend a re-study of the southwest quadrant; is everybody agreeable to that?

MR. TAYLOR: The same recommendation would apply in principle to all four quadrants.

THE CHAIRMAN: Instead of limiting it to the southwest then it will apply to all four quadrants as shown on the map of December 7, 1951 (Plans A and C).

MR. LAYNG: Do I understand that the re-study is only to take care of this quadrant or the whole thing?

THE CHAIRMAN: The whole thing.

MR. LAYNG: If we introduced the circular roadway for the shopping center and assume that there will be multi-family units immediately out from the ring, shouldn't we still have another distributor road connecting the radials? I would like to have an inner ringroad apart from the shopping center road.

MR. SCHMIDT: I think you are right.

THE CHAIRMAN: There is nothing in the resolution that would prevent you from doing that.

General Discussion

The Chairman: Now, Mr. Fraser, we have covered four points on the layout of the Townsite, and have given an expression of opinion on them. Are there any other points in your mind you feel we could help you with now?

MR. FRASER: I think you have answered that, sir, from the business end.

MR. TAYLOR: What will be the impact of industrial development on the area to the west of Leslie Avenue? Should there not be some deferential of industry between the southern area and the northern area?

MR. SCHMIDT: They have already done that.

MR. FRASER: We have drawn up a set of restrictions and we will not allow to come into this area any undesirable types of industry. They must submit plans, site studies and architecture for our approval before they can build. The people are coming in spite of those restrictions, so we are going to try to be selective. But I am glad you brought that up.

THE CHAIRMAN: Now in connection with fine residences; do you contemplate any very high priced homes out here?

MR. FRASER: Yes.

THE CHAIRMAN: How high?

MR. FRASER: One hundred thousand dollars.

THE CHAIRMAN: In the northern area?

MR. FRASER: That eventually can wait till we get oriented.

THE CHAIRMAN: I assume you are prepared to hold the land for many, many years in order to complete that character of development?

MR. FRASER: They start from at about the thirty to thirty-five thousand bracket, and there will be some of the higher priced homes.

THE CHAIRMAN: Do we have any other points needing discussion?

MR. FRASER: I am hoping that we still have the right to go to panel sessions wherever you are sitting.

THE CHAIRMAN: We hope to be talking about this with you for years to come.

MR. FRASER: With that understanding I think we have gone a long way in this session. I think it has been of tremendous help and we can go forward with plans and then we will submit the details later.

THE CHAIRMAN: We certainly hope, and I invite that kind of continuation of our contacts.

MR. LAYNG: The first one is a technical question of general planning. Do you approve generally the layout of the greenbelt and open areas?

THE CHAIRMAN: The question that Mr. Layng poses is: Having presented these plans which show a somewhat circular and surrounding type of arrangement of these lands, influenced also by topography, does the panel think the general principle of greenbelt and open areas is satisfactory?

MR. TAYLOR: Mr. Chairman, I have a feeling that it might be a mistake to dedicate too much land for park purpose to a municipality that isn't in a position to adequately take care of those areas.

THE CHAIRMAN: He has already said he is limited to a dedication of five per cent.

MR. LAYNG: We will never give up any land that we don't have to; we can keep it as has been suggested under our direct control.

THE CHAIRMAN: It is not as a dedication that we are talking about, but the general location and extent of wooded areas and park land. Do you like his

circular arrangement there, the layout of the land and the contours of the land — they cannot be used for any other purposes in this area.

MR. GERHOLZ: I understand the objective was to maintain a suburban atmosphere, and I think they have done that.

THE CHAIRMAN: Those who favor this general layout, of the land other than that devoted to commercial remunerative uses such as housing, commercial development and industrial development, does the committee favor the layout generally speaking?

MR. TAYLOR: This is on the minimum five per cent?

THE CHAIRMAN: No, the arrangement.

MR. SELTZER: As I see the picture, what Mr. Fraser and his group are trying to do is trying to develop a community, not a subdivision. They must of necessity, the same as any other city, have a lot of green and open area if they are going to preserve any character to it, and you cannot work your ground too hard.

We are not thinking in terms of a little subdivision, we are thinking in terms of a huge area, and it seems to me that you must not work the ground too hard and that they must give even more than five per cent in open land if they are going to preserve the character that I visualize you are trying to attain.

MR. TAYLOR: It seems to me that the larger areas along your lake and along the river are going to give the recreational facilities necessary. I think the people will go here and enjoy these areas more than they will the small areas.

MR. SCHMIDT: I think they would.

MR. GERHOLZ: This point was made that water would not attract people in this area because there were many lakes that were easily accessible and most of the people wouldn't be interested in this one.

MR. FRASER: That is not correct. Here, out of necessity of design, we will always have low income groups who can't afford cottages up in the north.

MR. OSTENDORF: Didn't either Mr. Fraser or Mr. Layng make a statement that the owner of this property would like to preserve the trees and groves. If that is their feeling then we should go along with it.

MR. SELTZER: I think in each of those quadrants they have to have these areas.

THE CHAIRMAN: Did you have another point, Mr. Layng?

MR. LAYNG: Several members of the panel have expressed a little apprehension about the advisability of industrial use in the north section. Would it be wise to withhold the area on the west side until we are pretty well filled up elsewhere?

THE CHAIRMAN: Would the panel be agreeable to that recommendation?

MR. GERHOLZ: I would urge that it be held in reserve.

THE CHAIRMAN: This is in respect to the north industrial area; the land which lies west of the railway right of way to be withheld until that which lies east has been fairly well developed

Tentative Conclusions of the Panel

THE CHAIRMAN: We will now present the Conclusions of the Panel as developed at the session:

"Conclusions of the Community Builders' Council Toronto Panel, February 22 and 23, 1952."

1. Feasibility of proceeding with the project.

It was the unanimous opinion of the Panel that the Sponsor should proceed with the development of the community of York Town as generally presented at this session.

2. Location of the shopping center.

On the assumption that adequate highway access to the general town site from all directions is forthcoming, it is the unanimous opinion of the Panel that a central location for the shopping center at the intersection of Don Mills Road and Lawrence Avenue is preferred as shown on Mr. Layng's preliminary plans dated September 24, 1951, and December 7, 1951.

3. Specific location of shopping center.

Discussion of the specific location for the shopping center developed two alternate schemes.

(a) Placing the shopping center in the southwest quadrant formed by Don Mills Road and Lawrence Ave.

(b) A circular site with its center generally at the location of the Don Mills Road and Lawrence Avenue intersection. This site would be developed with a department store as the focal feature flanked by pedestrian malls, the entire site to contain not less than sixty acres.

Now, gentlemen, in this case Mr. Schmidt suggests that there should be specifically mentioned a circular split of traffic, secondly, with pedestrian ways under the traffic ways. Now I think this should be put in because it is an important item in the plan and it should be mentioned, so if you said under or over that would do it.

There is another sentence under that same heading which reads as follows:

This recommendation is made on the assumption that Bayview Avenue and Woodbine Avenue to the east were improved by the time the central shopping center site would be developed. It was the opinion of five of the Panel members present that Scheme (b) was preferable. Three Panel members preferred Scheme (a).

Mr. Schmidt, of course, abstained from voting.

THE CHAIRMAN: Now, I will read Number 3 again putting in the corrections for the record, which is as follows:

3. Specific location of shopping center.

Discussion of the specific location for the shopping center developed two alternate schemes.

(a) Place the shopping center in the southwest quadrant formed by Don Mills Road and Lawrence Avenue.

(b) A circular site with split one-way traffic with its center generally at the location of the Don Mills Road and Lawrence Avenue intersection. This site would be developed with a department store as the focal feature flanked by pedestrian malls, the entire site to contain not less than sixty acres. Also recommended are pedestrian ways either under or over the traffic ways.

This recommendation is made on the assumption that Bayview Avenue and Woodbine Avenue to the east would be improved by the time the central shopping center site is developed.

It was the opinion of five of the Panel members present that Scheme (b) was preferable. Three Panel members preferred Scheme (a). Mr. Schmidt abstained from voting.

Now we can proceed to Item Number 4.

4. Plan for restudy.

It was the consensus of the Panel that the site plan be restudied as to the general road locations in each of the four quadrants, particularly the southwest

quadrant, retaining, however, the general radial pattern oriented toward the shopping center.

Now, I take it that is satisfactory so we will go to Item Number 5.

5. Retention of tree cover and open space for schools and recreation.

It was the consensus of the Panel that natural tree cover and open space be provided in excess of the 5% required by law, this excess to be retained in private ownership for the use of the residents of the community. Such retention is desirable in order to preserve the suburban quality of the community and to provide adequate recreational facilities in the future and to protect residential land uses from adjacent industrial development.

MR. SCHMIDT: That should read "ownership for adjusted use."

THE CHAIRMAN: Then, gentlemen, Item Number 6 reads:

6. Development of the north industrial section.

The Panel urges that the industrial land lying west of the railroad right-of-way in the northern industrial section be withheld from development until development of the area to the east of the right-of-way is fully committed.

Now, in this connection Mr. Schmidt suggested that if this reserve area were used eventually for a railroad station then there must be considered the provision of adequate parking space for automobiles. Now, let's see if we haven't covered this in the next paragraph without amending Section 6. Now Item Number 7 says:

7. Rapid transit.

The Panel emphasized the importance to the community of York Town which the development of rapid transit could have in the future, both to the immediate area and the area lying to the east and north. Use of the Canadian Pacific right-of-way with suburban stations located in the north and south portion of the area appear to be feasible and should be investigated.

MR. FRASER: Just for the record, Mr. Chairman, there are both CNR and CPR and they are different lines; one is the Canadian National Railway and the other is the Canadian Pacific Railway.

THE CHAIRMAN: Then after "Canadian Pacific" we want inserted "Canadian National" then in Item 7 insert the words "adequate parking areas."

MR. SCHMIDT: I think it would be wiser to put a separate sentence at the end "that parking space for automobiles must be provided in ample quantity."

THE CHAIRMAN: Let's say "If stations are so provided, ample provision should be made for the parking of automobiles." Is that right?

MR. SCHMIDT: Yes.

THE CHAIRMAN: Now let us go over Item 5 and Item 7 again as amended. Item No. 5 will now read:

5. Retention of tree cover and open space for schools and recreation.

It was the consensus of the Panel that natural tree cover and open space be provided in excess of the 5% required by law, this excess to be retained in private ownership for the owner's future discretion. Such retention is desirable in order to preserve the suburban quality of the community and to provide adequate recreational facilities in the future and to protect residential land uses from adjacent industrial development.

7. The Panel emphasized the importance to the community of York Town which the development of rapid transit could have in the future, both to the immediate area and the area lying to the east and north. Use of the Canadian Pacific and Canadian National rights-of-way with suburban stations located in the north and south portion of the area appear to be feasible and should be investigated. If stations are so provided, ample provision should be made for the parking of automobiles.

Now, gentlemen, that completes the draft. Are you satisfied?

MR. OSTENDORF: I think there ought to be one further thing that when they complete the plans on further development that they should be brought before us.

THE CHAIRMAN: Then we will make this Item Number 8.

8. Invitation to Sponsor.

Upon the completion of further studies and plans, the Urban Land Institute invites further consultations.

MR. TAYLOR: Should you state at our regular scheduled Panel Meetings?

THE CHAIRMAN: Either one, any time we meet.

MR. OSTENDORF: Mr. Fraser feels any time he wants us to come up he may want to further expend some of this money to bring us up again.

THE CHAIRMAN: If any time we are meeting he may want to ask our advice.

Then it's agreeable for this report to be delivered for just what it is — tentative conclusions to Mr. Fraser as a result of these meetings — is that all right with all the members of the Panel?

MR. SCHMIDT: I am agreeable to that but my judgment is that instead of trying to proceed with the regional center immediately, that inasmuch as the building of residential units in that section will demand a group of service stores, that that should be proceeded with probably first but so that it can be adapted to an ultimate general plan for a regional center.

THE CHAIRMAN: You wish to add that as a paragraph now?

MR. SCHMIDT: That was the reason I didn't vote on it.

THE CHAIRMAN: Let it stand in the record for reference for those who wish to revert to it, but our delivery to Mr. Fraser would be limited to the text as here adopted.

MR. SCHMIDT: I wanted Mr. Taylor and Mr. Fraser to understand my point of view. I think that is a wise thing, too.

THE CHAIRMAN: Now are there any other comments from any member of the Panel?

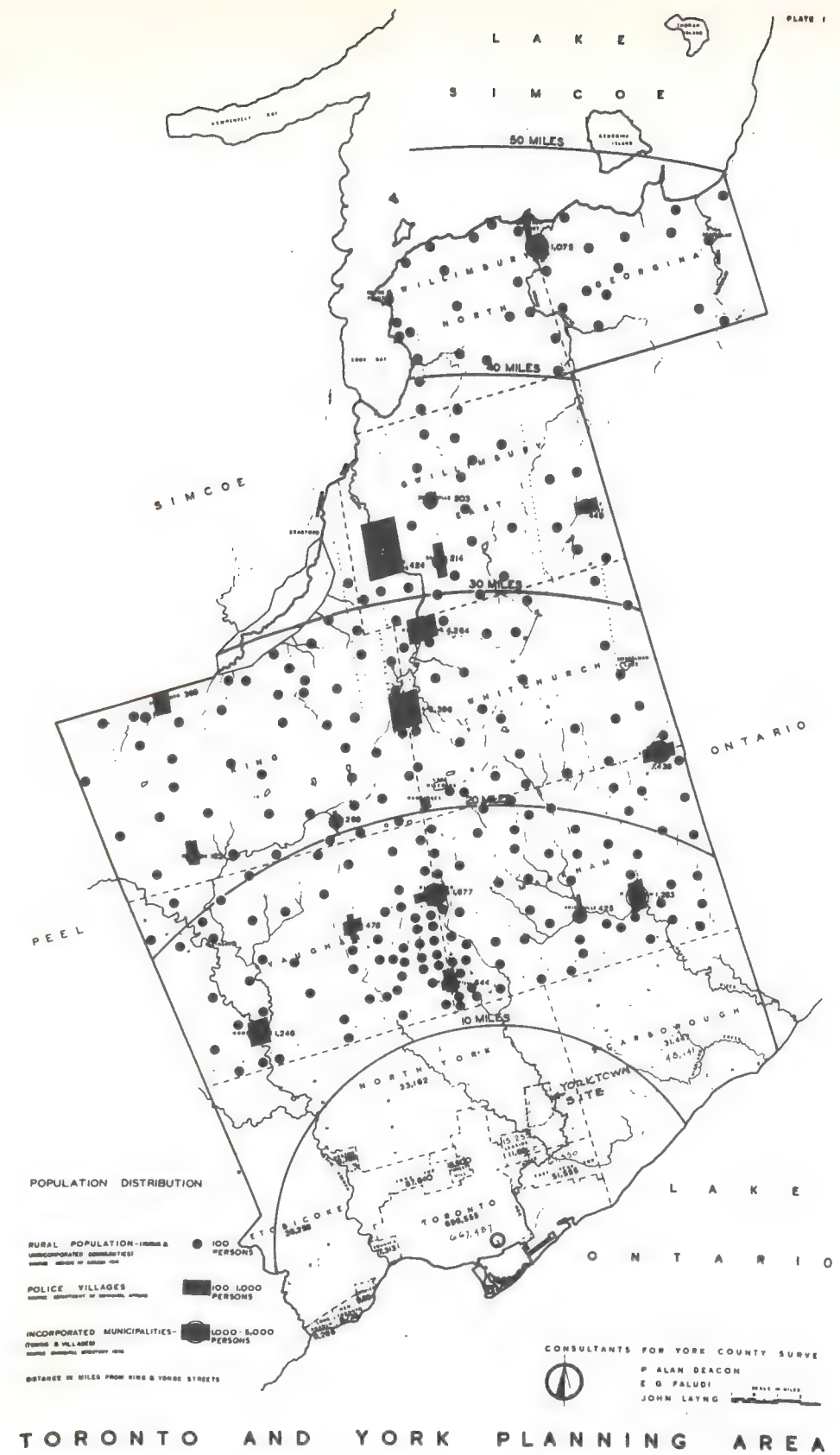
All right, Mr. Fraser, I think we have done at least a better job than we had hoped to. I really believe we have made a contribution to you. I also have the feeling without your saying so, that you feel the same way about it.

MR. FRASER: Very much so. It would be difficult for me to express how grateful I am to each and every one of you for coming here and for the advice and counsel you have given us.

THE CHAIRMAN: Gentlemen, if there is nothing further, the meeting now stands adjourned.

— 2:00 p.m. adjourned sine die.

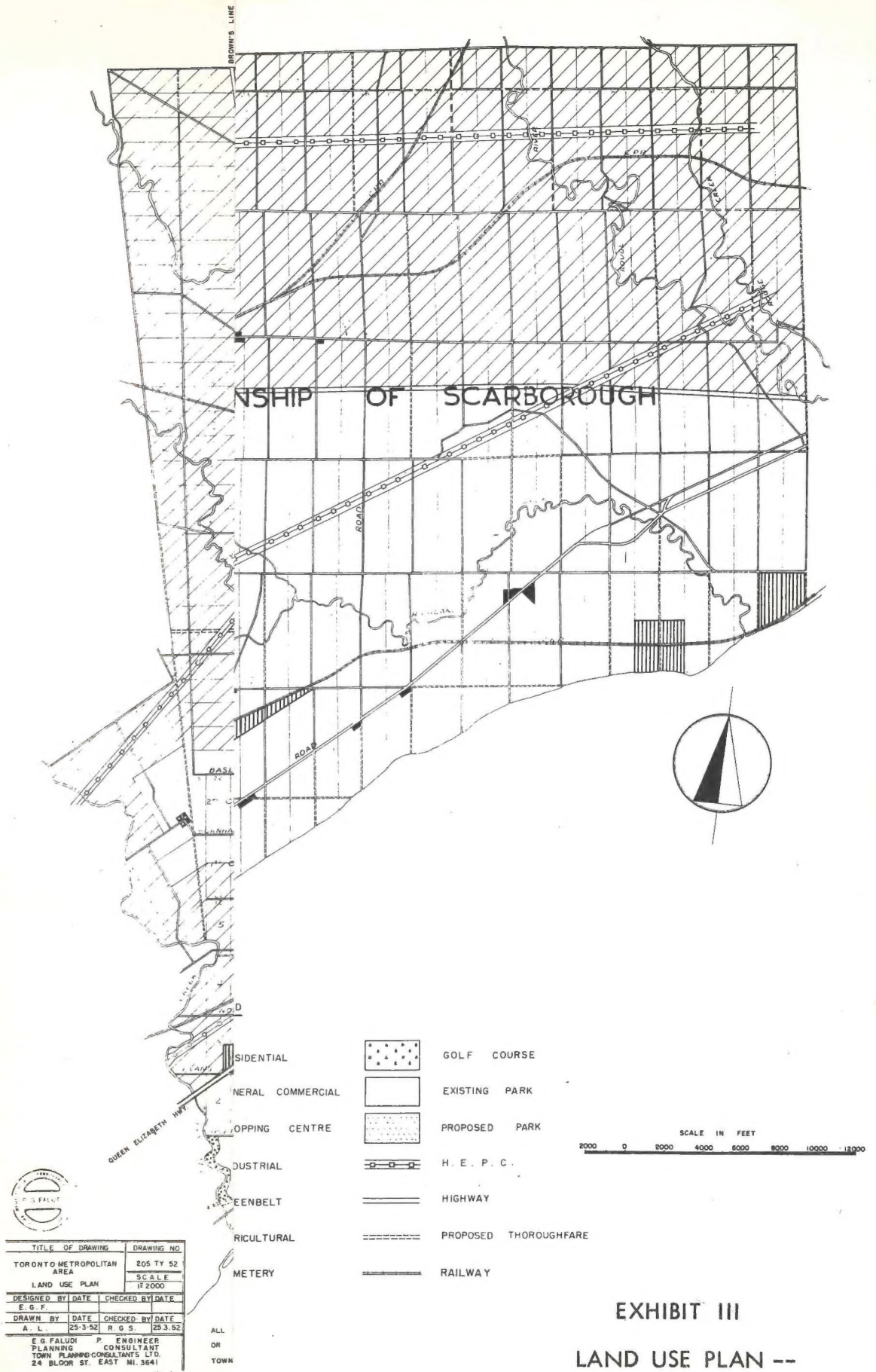
APPENDIX



TORONTO AND YORK PLANNING AREA

EXHIBIT I

POPULATION DISTRIBUTION --
TORONTO AND YORK PLANNING AREA



TITLE OF DRAWING		DRAWING NO.	
TORONTO METROPOLITAN AREA		205 TY 52	
LAND USE PLAN		SCALE	
E. G. F.		1:2000	
DESIGNED BY	DATE	CHECKED BY	DATE
A. L.	25-3-52	R. G. S.	25-3-52
E. G. FALUDI P. ENGINEER		ALL OR TOWN	
PLANNING CONSULTANT			
TOWN PLANNING CONSULTANTS LTD.			
24 BLOOR ST. EAST M1. 3641			

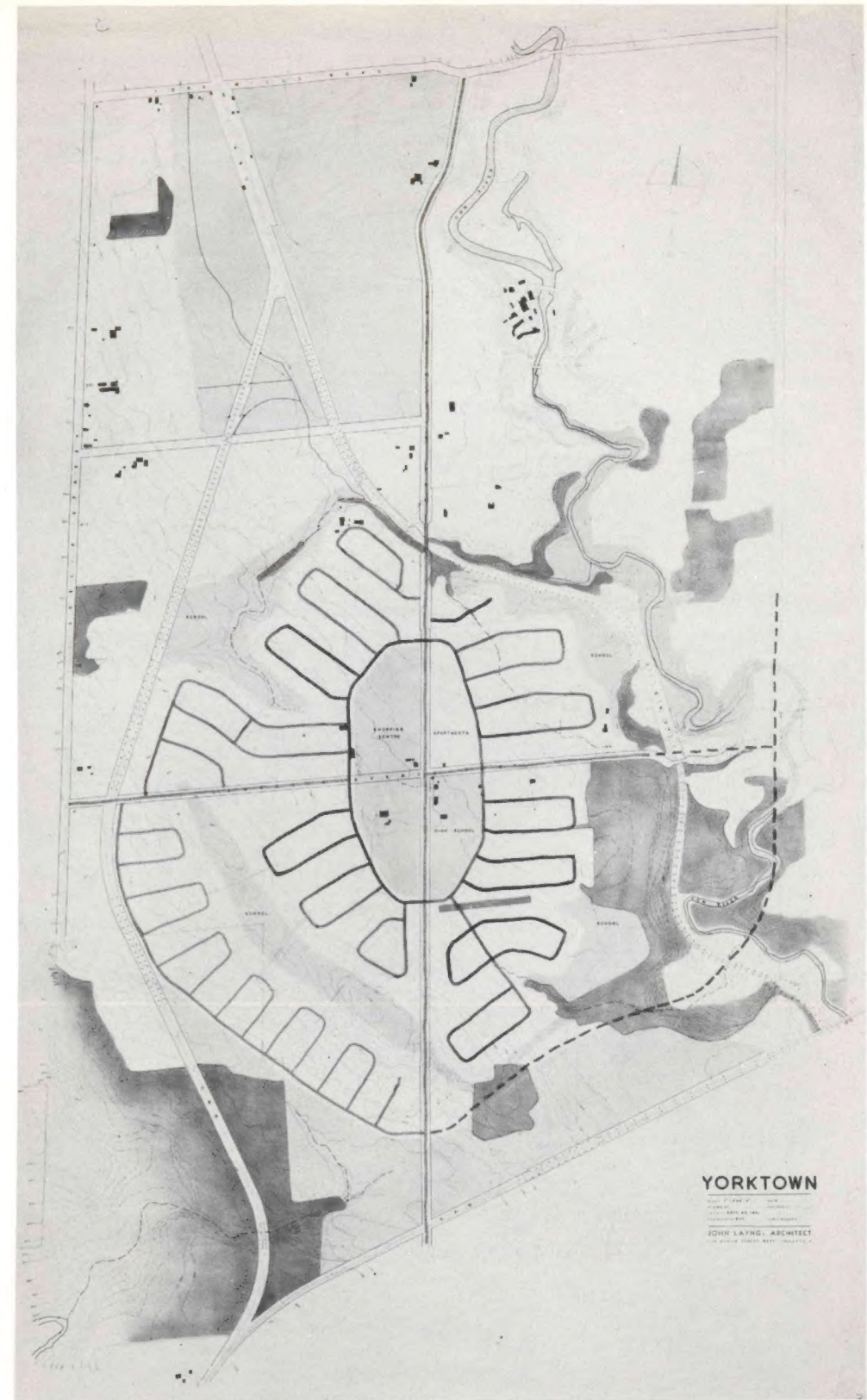


EXHIBIT IV
YORKTOWN PLAN A

